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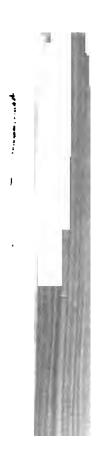


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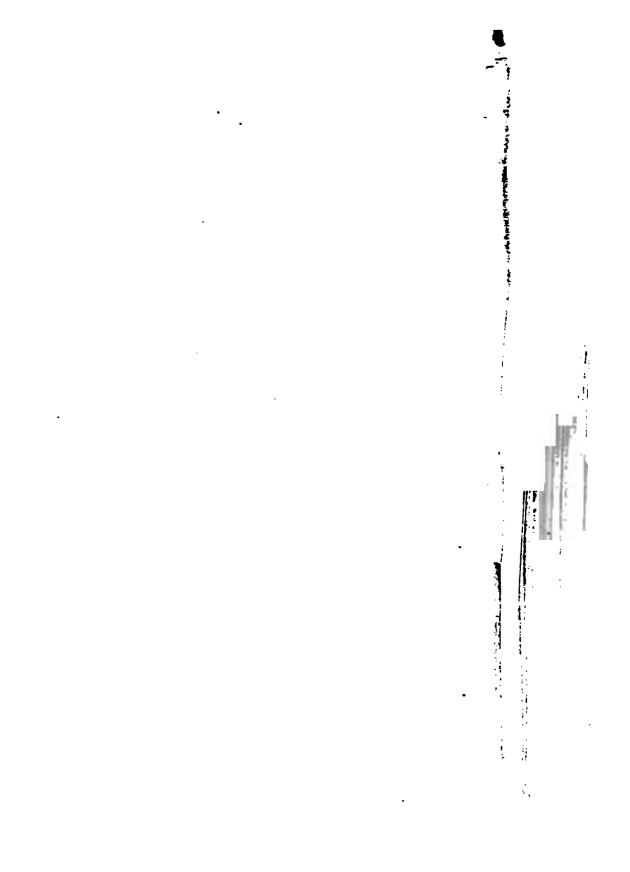
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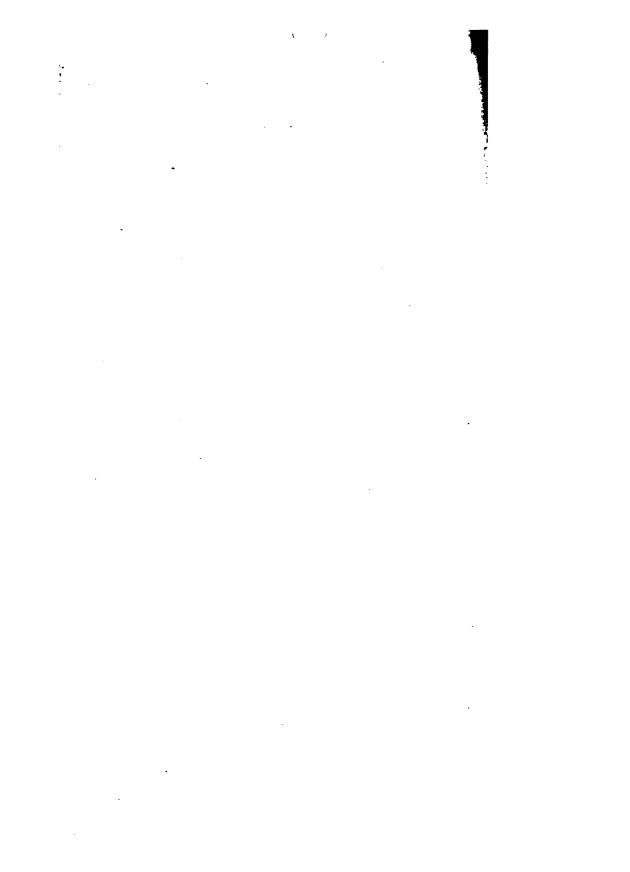


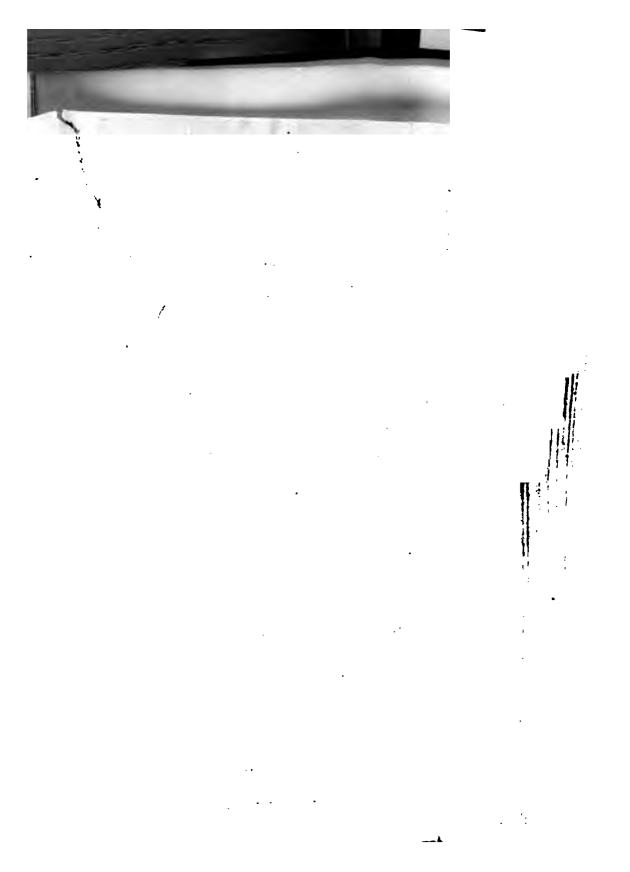


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SIXTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS.

JANUARY, 1875.

BOSTON:

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Part I.

COMMISSIONERS' REPORT.



Commonwealth of Massachusetts.

The Railroad Commissioners respectfully submit their Sixth Annual Report.

It is obvious that, during the coming legislative year, as during the last, public interest in connection with railroad topics in Massachusetts will be concentrated, to the practical exclusion of everything else, upon the issues necessarily involved in the completion of the Hoosac Tunnel. The consideration of these questions has devolved upon others who have the matter specially in charge. Under these circumstances the discussion of general topics would seem unlikely to be profitable, and the present Report will, therefore, be made as concise as possible, and will deal only with necessary topics.

RAILROAD CONSTRUCTION.

Although the financial disaster of September, 1873, was felt much less severely by the railroad corporations of Massachusetts than by those of other sections of the country, it yet gave a decided check to the work of railroad construction. There have been during the last forty years, on an average, about fifty miles of road annually opened for use in Massachusetts. During the year closing the 30th of September, 1873, no less than 130 miles were opened, and much more was in process of construction; but during the last year the number decreased to 41 miles, of which only 29.5 miles were of the usual gauge, and 11.5 miles of the narrow (3 foot) gauge. Construction has entirely stopped on the Massachusetts Central, the Lee & New Haven,

and the Lee & Hudson roads. Reports on the roads open business during the year will be found in appendix A.

THE MILEAGE OF RAILROADS.

The total length of railroads reported to the Board fc present year was 2,418.461 miles of main line and bran with 657 miles of siding and 626 miles of double track, equivalent in all of 3,701 miles of single track. This increase of 54 miles over the number reported last yea which 41 are due to new construction and 13 to the omi from previous reports of the section of road belonging to State and running from North Adams to the New York Vermont state line.

Number of Corporations.

Returns were received from 60 corporations. The Middlel & Taunton and the South Reading have made no returns, the figures relating to them are included respectively in reports of the Old Colony and Eastern companies. The Gra Centre and the Martha's Vineyard companies appear on the for the first time. Of these 60 corporations, three ope roads built on the narrow or three-foot gauge.

COST OF ROADS.

The average cost of roads has been \$56,883.62 per m exclusive of quipment, which has amounted to an addition sum per mile of \$7,701. The cost per mile varies for \$93,280.62, in the case of the Boston & Albany, to \$14,363 in that of the West Stockbridge; the cost of equipment varies from \$1,183.38, in the case of the Springfield, Athol & Not Eastern, to \$29,278.24 in that of the Boston, Clinton & Fit burg. The average cost of an equipped road is returned \$64,584.62 per mile. The entire system is represented \$165,624,136.72 of securities, of which \$117,066,798.07 stock, and \$48,557,338.65 is debt. The increase of debt dur the year has been upwards of \$11,000,000, of which \$9,000, was included in the returns of the eight Boston roads.

EARNINGS.

The total earnings for the year amount to \$34,632,483.54, a falling off of eight-tenths of one per cent. from those of the previous year; the falling off was in the earnings from freights, which decreased \$1,155,900, while those from passengers increased \$527,381. Of the decrease in freight receipts, \$937,58? took place on the Boston & Albany. The Boston & Lowell, Boston & Maine, Boston & Providence and Old Colony also lost, while the Eastern gained \$374,504, and the Boston, Hartford & Erie also made a small gain. The gain from passengers was chiefly on the Eastern road, which shows an increase from this source of \$380,000. Of the entire gross earnings, 49 per cent. were received from passengers, and 46 per cent. from freight, being almost exactly a reverse of the proportions of the previous year. The passenger earnings show a continued growth, year by year, out of proportion to the freight, having this year increased 3,10 per cent., while the freight earnings have diminished 6.8 per cent. During the last year the receipts from passengers were in excess of those upon freights on 14 roads, while the reverse was the case on 15 roads. The average sum earned on each mile of road operated was \$14,397, varying from \$1,790 on the Springfield, Athol & North-Eastern to \$28,715.43 on the New York, New Haven & Hartford.

COST OF OPERATION.

The cost of operation has amounted to \$9,947.90 on each mile of road operated; varying from \$1,185.39 on the Springfield, Athol & North-Eastern to \$20,828.75 on the Boston & Albany. It has consumed 69 per cent. of the gross earnings, leaving a margin of only 31 per cent. as profit on the business.

NET INCOME.

The total net income reported is \$10,703,301.70, or 6.4 per cent. on the permanent investment,—that is upon the value of the property as it stands upon the books of the corporations distinct from stock and indebtedness, which may represent fictitious or temporary values. This sum was divided as follows:—

DIVIDENDS.

Of the 60 corporations making returns, 29 paid dividends, varying from 1 to 10 per cent., and averaging on the entire stock of all the dividend-paying roads 9 per cent.

Seven	corporations	representing	\$47,858,000	stock	paid	10	per cent.
One	"	66	800,000	"	"	9	"
Four	. "	66	14,100,000	"	66	8	"
Four	"	66	7,865,700	66	"	7	"···
Six	66	66	5,146,500	66	"	6	"
Two	66	•	2,900,000	"	"	5	"
One	46	66	550,000	66	"	5	"
One	44	46	39,000	66	"	4	"
Two	"	66	2,010,000	٠,,,	"	3	".
One	66	"	97,000	66	"	2	66
One	44	66	243,000	.66	"	1	66

One road paid five per cent. on the operations of six months. Sixteen corporations, representing \$7,233,000 stock, paid no dividends.

As interest, \$2,791,572 was paid, but it is impossible to state what rate it bore to the actual amount borrowed, as some of the corporations disposed of their obligations at a premium and others at a discount. Meanwhile, the net earnings, including money paid as interest as well as dividends, averaged 6.40 per cent. on the total capital invested, an increase of $\frac{2.5}{10.0}$ per cent. from the results of the previous year.

COST OF RUNNING TRAINS.

The average cost of running a train one mile has been \$1.156 on the passenger service, and \$1.144 on the freight service; varying from \$0.415 for passenger service on the Springfield,

• Four of them uncompleted.

Athol & North-Eastern, to \$2.087 for freight service on the Boston & Providence. The average rate on all trains has been \$1.182 per mile, or 8 cents less than last year. This average stated cost of service per train mile, is susceptible of division as follows:—

Repairs	of R	oad-	bed,									•		\$0.157
-	of B	ridg	es,						•			•		.021
	of B	uildi	ings,	, .					•	•				.037
Renewa	l of I	ron,												.080
Repairs	of L	ocor	notiv	es,										.087
_	of P	asse	nger	Car	s, .					•				114
	of F	reig	ht C	ars,										.101
Salaries	,							•						.319
Fuel,														.174
Oil and	Was	te,						•						.016
Miscella	neou	ıs,	•	•	•	•	•	•	•	•	•	•	•	.076
		Tot	al,			•								\$1.182

PROPORTION OF PAYING WEIGHT TO DEAD WEIGHT.

The average number of passengers to each train during the last year was 69, and the average number of tons of freight was 58. The passenger trains, including locomotives and baggage-cars, averaged 124 tons of dead weight, and the freight trains 209 tons. Consequently, the returns would seem to indicate that the railroad corporations of the State haul 1.69 tons of rolling stock for each passenger they carry, and 3.17 tons for each ton of freight. Upon this point the remarks contained in the report of last year (p. 9), are applicable to the present Report.

TRAIN MILEAGE.

The total mileage of passenger trains run during the last rail-road year was 9,887,001 trains run one mile, or an increase of 674,744 miles over the previous year; being an increase of 7 per cent. in service, which apparently resulted in 3,10 per cent. of increased earnings. As regards freight, 9,298,817 trains were run one mile, a decrease of 385,795, or 4.3 per cent. from the previous year, representing a corresponding decrease of 6.8 per cent. in the earnings from that source.

FARES AND FREIGHTS.

The average fare charged per mile on all the roads was 2. cents per mile, ranging from 7.4 mills per mile for sease ticket passengers for long distances, to 10 cents per mile is single-ticket passengers for very short distances. As respectively, no average can be named, which would not be vere deceptive, without excluding the cost of terminal handling. The average fares and freights charged on the principal road have been:—

						Fares.	Freights.
Boston & Albany,						2.47 cents.	1.42 cents
Boston & Maine, .						 1.88 "	2.40 "
Boston & Providence						 2.30 "	2.90 "
Old Colony,	٠.					 2.20 "	3.64 "
Boston & Lowell.						2.30 "	2.77 "
Fitchburg,						2.19 "	2.73 "
Eastern		-				2.00 "	1.85 "
Connecticut River.		-				2.85 "	3.30 "
New York, New Hav	-	& Har	tford			2.30 "	2.30 "
Providence & Worce			•	•	•	2.64 "	2.80 "
Worcester & Nashua		, ,	•	•	•	3.17 "	2.86 "
New Haven & North		p ton ,	:	:	:	2.97 "	3.44 "

No material alterations have been made in the tariffs of fares and freights during the past year. Some changes can be ciphered out by averaging the items of the returns for the two last years and comparing them, but these are wholly deceptive, representing rather changes in the course of business or travel than tariff modifications. An increase in the number of seasonticket passengers, for instance, produces on the average the same effect as a reduction in fares;—a striking instance of this would be found on the Eastern road as a result of the morning and evening cheap trains. The only reliable information on this subject is to be derived from a comparative examination of the tariffs in force, and this would seem to indicate that during the past year no material alterations have been made. The usual table of receipts of cereals and bread-stuffs at Boston, through a period of five years, will be found in appendix B.

STEEL RAILS.

As regards equipment, it appears that 884 miles out of 3,044, or about 29 per cent. of the entire main lines of the corporations are laid in steel,—an increase of 253 miles over the amount reported last year.

The Boston & Albany reports the largest increase, having gone up from 174 miles a year ago to 301 miles at present; being more than three-quarters of its entire main line in place of less than one-half.

The Eastern, the Boston & Maine, the Boston & Providence, and the Connecticut River roads each report an increase varying from 40 to 70 miles; the New Haven & Northampton reports 7 miles; the Boston & Lowell 7. In view of the great decrease in price of steel rails during the past year, it would be safe to predict that very little iron will hereafter be laid down on the main tracks of the leading roads in this State.

TELEGRAPH STATIONS.

A very encouraging increase is reported in the number of telegraph stations;—they have gone up from 325 at the close of the previous railroad year, to 449 at the close of the last; an increase of about 38 per cent. The extreme reluctance of those operating certain of the Massachusetts roads to avail themselves of the assistance of the telegraph in their work has repeatedly been referred to in the reports of this Board. There would seem to be reason to hope that the prejudice against that invention is gradually wearing away.

ROLLING STOCK.

The Increase in rolling stock during the last year has not been so decided as during the previous years. The number of locomotives is 61 more than were reported in the last returns, an increase of nearly 7 per cent. The passenger cars increased from 1,243 to 1,294, or 4 per cent., to meet an increase of 3 per cent. in the number of passengers carried one mile.

There has been no apparent increase in the number of freightcars, but this is probably owing to the deceptive character of the returns from certain of the corporations. There is reason to suppose that the actual increase has been in the neighborhood of 3.3 per cent., or about 550 cars.

TRAIN-BRAKES.

The increased use of the train-brake is most noticeable. At the close of the last year it had been applied to 313 locomotives and to 997 passenger-cars, out of a total of 1,294.

Every leading road in the Commonwealth has now accepted this great safeguard against accident, though it is still required by the Providence & Worcester, the New London Northern, and one or two lesser corporations. It is greatly to be hoped that it will not require another Revere calamity to bring it into universal use.

STATIONS.

The number of stations returned is 1,074,—an increase of 72 over the number reported for the previous year, being a station to every 2\frac{1}{4} miles of road operated. In Massachusetts the proportion is somewhat different, being one station to every 2.31 miles of road.

GRADE CROSSINGS.

The number of grade crossings, notwithstanding every effort to oppose them, has a tendency towards a steady increase, being 2,660 for the present year as compared with 2,436 for the previous one,—an increase of 224, or 9 per cent. in a single year; 526 of these, or 20 per cent., are protected by gates or flag-men. The alarming increase of casualties at these points is referred to elsewhere in this report (p. 15).

There are 43 grade crossings of one railroad by another; an increase of three over the number heretofore reported, and in only 11 instances are roads which intersect carried over or under each other.

SUMMARY.

In conclusion, it may be briefly stated that the average mile of single-track road (the mile of double-track being estimated at two miles of single track) of which returns are made to this Board has cost and that its equipment has cost an additional sum of \$6,000, making a total of \$51,000 for the mile of single-track equipped road, which is represented by \$38,400 of capital stock and \$15,900 of debt. The gross yearly revenue from it is \$11,424; of which \$7,893, or 69 per cent., is consumed in the cost of operation, and \$3,516, or 31 per cent., remains as profit. Forty-nine per cent. of the revenue is derived from the passenger business and 46 per cent. from freights, and the balance from miscellaneous sources.

There is one locomotive to every three miles of road, and one passenger-car to every $2\frac{1}{2}$ miles. There are 378 yards of sidings, 5 freight-cars and 7 persons employed to each mile; and over it there annually pass 3,262 passenger and 3,067 freight-trains, carrying 225,000 passengers and 197,000 tons of freight. It is crossed by one highway, and one person is killed or injured upon it in every ten years.

STREET RAILWAYS.

Returns were received from 30 street railway corporations, the Lynn City having been added to the number making full reports. The aggregate capital stock of the street railway corporations was increased during the year \$26,775, amounting on September 30th to \$5,538,125, and their total indebtedness at the same time was \$2,573,745.91 (an increase of \$428,649.31 over the previous year), representing altogether an aggregate of \$8,111,870.91 in stock and debt. The increase is made up by addition to the stock, or debt, of the Highland (\$63,000), Lynn City (\$21,000), Metropolitan (\$322,-000), New Bedford & Fairhaven (\$10,000), Union (\$61,000), Winthrop (\$18,000), and Worcester (\$6,000); while that of the Malden & Melrose has been decreased (\$60,000). Two corporations made dividends of 10 per cent., two 9 per cent., one 8.5 per cent., one 6.81 per cent., two 6 per cent., one 4 per cent., one 3 per cent., and twenty made no dividends.

The average rate of dividend on the whole capital stock of the corporations was 6.11 per cent., while their net earnings represented a return of 6 per cent. on their entire stock and indebtedness. The aggregate length of track returned, inclusive of branches and sidings, was 210.359 miles, or an average of 7.01 miles to each corporation. The average cost per mile was \$18,908.58 on account of permanent way, and

\$13,793.18 on account of equipment, representing a total cost of \$32,701.76 per mile of road operated. The amounts returned for cost of road vary from \$6,742.54 on the Medford & Charlestown, to \$28,154.89 on the Cambridge; while the cost of equipment varies from \$1,242.19 on the Northampton to \$34,635.42 on the South Boston. During the year an aggregate of 1,294,416 round trips were made, amounting to a total mileage of 7,938,360 miles, and 50,058,979 persons were carried, being 7,578,485 more than were carried by the steam roads during the same time, and an increase of 6,501,-343 over the number carried during the previous year. The amount received for the carriage of each person was 5.78 cents, and the cost for the carriage of each person was 4.85 cents, leaving an average profit to the company of .93 cent on each The cost of a round-trip was \$1.876, and the profit upon it was 35.9 cents. Of the entire cost of repairs 35 per cent, was incurred on account of the wear and tear of road-bed and track, 50 per cent. for depreciation of cars, harnesses and cost of horseshoeing, etc., and the remaining 15 per cent. was expended in keeping good the stock of horses. The whole number of horses owned by the companies was 3,733, an increase of 257 over the previous year; the whole number of cars 653, an increase of 70. The whole number of persons employed on the steam roads was 20,523, and 1,848 were employed by the street railways, making a total of 22,371 persons in the employ of all corporations making returns, being an increase of 463 over the previous year.

REPORTS AND RETURNS.

The Commissioners are again compelled to repeat what has been said in several of their previous reports (Third Annual Report, 1872, pp. 89-92; Fifth Annual Report, 1874, pp. 14-22), in regard to the methods of book-keeping in use by the several corporations of the State, and the character of the returns made by them. These returns, as made, have been most carefully examined in the office of the Board and most thoroughly tabulated,—much more so, it is believed, than the returns of any other body of like corporations. All that can, however, be said of them is, that they are plausible. On mat-

ters of fact relating to items connected with the condition of the road-beds and rolling-stock, -such as the number of engines, cars, employés, stations, etc., or the engineering peculiarities,—the returns are indeed correct; but on all matters relating to the more intricate or recondite results of railroad operations, it is impossible to more than approximate to correct conclusions from them. This is especially the case financially, and for the very many and obvious reasons which have heretofore been stated. The accounts are not kept upon any one system leading to uniform results, but they are made to adapt themselves to the financial exigencies or policy of the several The line between operating expenses and construction is rarely in any two cases drawn in the same place. One company earns more money than it cares to divide, and another earns less than its stockholders think they have a right to expect; -accordingly the first buys property, or builds additional stations or rolling stock, or charges off the cost of old ones, always to the account of operating expenses; while the second does just the reverse, and is continually reconstructing the same buildings, bridges and rolling-stock. Accordingly the cost of running a train one mile is returned at \$1.30 on the Boston & Albany, and at \$0.59 on the Springfield, Athol & North-Eastern; at \$1.56 on the Boston & Providence, and at \$1.13 on the Boston, Hartford & Erie; at \$1.39 on the Connecticut River, and at \$1.04 on the Cheshire; at \$1.33 on the New York, New Haven & Hartford, and at \$0.87 on the Eastern. A very careful analysis of the returns of any particular corporation may reveal with more or less precision what disposition has been made of the earnings, or to what items an unfavorable balance has been charged. So long, however, as the system of accounts which was originally borrowed from the manufacturing company is perpetuated, no accurate generalization will be attainable. That system answers sufficiently well for comparatively small, private copartnerships, but when applied to the totally different conditions of a modern railroad corporation it deceives not only the public, but also the stockholder.

As regards the public, the analogy has led to a singular confusion of ideas on the subject of railroad development with which it is at this time practically useless to combat. A corporation which, while making large dividends, at the same time

continually develops and extends its property out of surplus earnings, instead of calling in new capital for that purpose, is looked upon with favor, and, indeed, the laws of Massachusetts distinctly encourage the practice. In an economical point of view, however, it is directly opposed to the fundamental principle upon which our railroad system is based. That principle is, that it is better for the community to pay the interest on the capital required to build its railroads, than to pay in that capital itself. After a road is built the same rule should apparently obtain. The entire structure and equipment should be fully kept up out of the earnings set aside to operating expenses, upon a line of demarcation which should be common to all corporations. Whatever balance remained over, after all operating expenses are thus defrayed, should be credited to the income account;-it is the property of the stockholder and should so appear. In this balance the public, in Massachusetts, at least, has a definite and well-defined interest under the original contract between it and the corporation,-it is, in fact, after a certain point in the amount of dividends has been reached, an accretion which theoretically belongs to the public, though practically they neither do nor can get any advantage from it; or, under the most favorable circumstances, that advantage must be deferred to that very remote period when no further occasion for railroad development shall be felt. Under a more logical and intelligent system of public accounts, a course wholly different from that described would be pursued. A rigid and uniform method of keeping accounts would be adopted, and an adherence to it by all corporations strictly enforced. Out of the earnings all operating expenses would first be paid, and that on a system which would insure a regular, though not excessive, improvement in the condition of all the properties, -or at least every reasonable safeguard should be maintained against depreciation. This done, the entire balance should be credited to net income, and from it as a fund, should it be sufficient for that purpose, dividends should be paid to the full amount authorized by the original contract between the corporation and the public. Any surplus remaining after these claims were satisfied should be applied neither to new development nor to additional construction, but to the extinguishment of all indebtedness, and after that to a reduction of rates. It should go

towards relieving the public of its burdens. The necessities of development should be provided for, as the original construction was provided for, by the investment of fresh capital. Upon the capital required for it that development should pay a fair profit; -if it could not do so, it should not be ventured upon; but the community ought not to be called upon, as it now is, to pay in that capital itself under the disguise of surplus earnings; these surplus earnings should be left in the pockets of the people. Instead of paying interest on an increased railroad system built by private capital, the community is itself furnishing the capital to develop roads which are the property of the private corporations. Under the system called "stockwatering" a similar practice is pursued, but in that case the surplus earnings are represented in the increased value of the property, and are from time to time capitalized and divided in the form of new securities among the stockholders. Thus the community not only itself pays in the capital required for the development of its railroad system, but it afterwards is taxed, through necessarily heavy rates, to pay the dividends on the very capital thus paid in; in the other case it continually pays in new capital, which, however, only improves the original property of the corporations, as on it new dividends are not paid. Unless railroads are in no respect public corporations, both systems are false, though the last is a much less flagrant abuse than the first. The first evil has been widely discussed, and a remedy for it is in a manner provided under the laws of this State. Even these laws, however, prohibiting as they do under heavy penalties the issuing of stock which does not represent money actually paid in, are of a very unsatisfactory character. They are aimed at the manifestation of an abuse rather than at the underlying cause of it. That cause is found in a system of accounts which is at once careless, irresponsible and deceptive. If this were thoroughly reformed the manifestation would be impossible. Until it is reformed, if it does not show itself in one form it will in another. If it does not impose burdens on the public, it will work frauds on the investor.

How very multifarious these forms are has, during the last eighteen months, received startling exemplification in the exposures which preceded and followed the recent financial convulsion. That disaster was certainly greatly aggravated by erroneous estimates founded on fraud and suppression in the accounts of railroad corporations, if it was not indeed due to These corporations are too large, their transactions are too intricate, and their securities too widely scattered to permit of that close personal supervision of those interested, which is the chief guarantee of the good management of smaller corporate enterprises. The remedy must be found in uniformity and publicity under a common supervision. Unfortunately in this respect the lesson of the late financial disasters seems not unlikely to be lost, and if it is lost it will be so from the fact that the community now labors under an erroneous impression that the present returns do indeed offer a tolerably correct resume of the doings and condition of the railroad corporations; whereas, in truth, it cannot be too frequently or forcibly reiterated that the merely giving publicity to results deduced from that special form of book-keeping which any particular company may see fit to make use of, offers almost no information whatever. This is perfectly illustrated in the experience of Massachusetts and of this Board. The former returns, up to within the last two vears, can never be relied upon as the basis of any conclusions, except after careful scrutiny and comparison, while the returns for the last two years are only plausible and will not bear close examination. This also is the case, notwithstanding the utmost personal attention on the part of the Commissioners, who have spared neither time nor pains in their efforts to make the returns of some of the corporations intelligible to those who made them.

ACCIDENTS.

So far as the carriage of passengers exercising a due degree of caution is concerned, the railroads of Massachusetts have, during the last railroad year, continued to enjoy a fair degree of immunity from accident, though less than during the previous one. One passenger has been killed and seven have been injured from causes over which they had no control, by the occurrence of an accident on the New Bedford railroad, at Taunton, on the 15th of January, 1874, a report of which, in detail, is herewith made. The whole number of persons carried by rail, during the year, is reported at 42,480,000, and the average journey made was 16 miles; it consequently follows

that the average journey by rail, resulting in death, during the last year, has been 679,000,000 miles, and that resulting either in death or injury has been 85,000,000 miles; in other words, in estimating the chances of danger in travelling by rail in Massachusetts for any given person, the returns of the last year show that he will probably travel eighty-five millions of miles before sustaining any injury from an accident from causes The ordinary average of accidents of this beyond his control. description in Massachusetts, in years past, has been in the. immediate neighborhood of one passenger to each 1,400,000 carried (Third Annual Report, 1872, p. cxiv); during the past year it has been one only to each 5,300,000 carried, and for the previous year, one to 42,400,000 carried. This is a record most creditable to the railroad corporations of Massachusetts, and indicating that their roads are operated both with care and How creditable it is may be inferred from the fact that through a period of ten years, between 1859-69, one passenger was killed or injured on the French railroads to each 674,000 carried, and in England the average has been about one in every 430,000, or, in the first case, twice the proportion of Massachusetts casualties, and in the last, three times the proportion.

The total number of casualties incident to the operation of the railroads of the State during the year has been 279, as compared with 278 for the previous year. Of these, 50 were to passengers and 93 to employes, and the balance, 136, were to trespassers on tracks and to persons at crossings, etc.; 127 resulted in death, and 152 in personal injury. Nearly one-third of the whole number of casualties (77) were occasioned by the unlawful practice of walking upon the railroad-tracks.

Thirty-six cases of injury have occurred at "highway crossings at grade," of which 14 were fatal, showing, in view of the rapid multiplication of these nuisances (p. 8), an alarming increase over the previous year, when only 7 cases were reported, 5 of which were reported as "fatal." Of the 14 fatal cases reported this year, in one case only was the crossing protected by a gate, while in 13 cases there were no gates or flagmen. Ten accidents have occurred at stations, 5 of which were fatal and 5 otherwise. Of accidents to employes, 37 have been reported as fatal, and 56 as "injured." Of these 93 cases, 41 were upon the Boston

& Albany Railroad. The accidents to employés are classified as follows:—

Injured	by	coupling cars, .			4	22
44	66	overhead bridges, .				3
44	66	derailment of trains,				9
66		collisions,				3
66	46	falling from trains,				24
44	46	causes not specified,	200		-	32
						-
						98

Of these 93 casualties, 59 were to "train-men," and 34 to various other classes of employés.

There have been 17 cases of derailment of trains, resulting in the death of 2 passengers* and injury to 9 others. Eight cases of train accident, due to "rear collision," causing injury to 9 employés of the roads, have been reported. The total number of "train accidents" reported for the year is 25, resulting in the death of 2 persons and injury to 18 others.

The valuable record of train accidents published by the "Railroad Gazette," and referred to in the last two reports of this Board, has been continued during the past year. It is unofficial, and necessarily imperfect, gathered as it is from the columns of the daily press, but it supplies what was previously wholly wanting-memoranda both of all noteworthy railroadtrain disasters, and of the causes leading to their occurrence. It will be noticed that the record shows a great falling off in the number of accidents, as well as in the number of persons killed or injured. The number of accidents reported for the year is 987, as compared with 1,344 for the previous year, a falling off of 27 per cent. The number of persons killed is given as 201, as against 346 for the previous year, or a reduction of 42 per cent.; and the number of persons injured, 740, as against 1,381 for the previous year, a falling off of 47 per cent. [Appendix ... C.7

In the classification of "Collisions," the term "Head Collisions" includes all cases where trains were moving towards each other, whichever end of the train might be foremost; and the term "Rear Collision" covers all cases of trains running into either

^{*} One of these was not, strictly speaking, a passenger, being on a paymaster's train and without payment of fare.

end of standing trains, as well as into the rear of trains in motion.

The list embraces also accidents to construction trains, and, generally, it may be said that a large disproportion of the fatal accidents are to such trains. It is not supposed that the list covers all of the minor accidents which have occurred, nor does it include the numerous accidents to persons at grade crossings, while walking upon railroad track, falling from trains, etc., etc., unless such casualty was caused by, or was the cause of, a "train accident."

Of all such, which were of sufficient importance to be reported in any of the newspapers of the country, the record is believed to be full and reliable.

Whole number of accidents report	ed in	the	12	months	ending	
September 30, 1874,				•		987
Whole number of persons killed,	•			•		201
Whole number of persons injured,				•		740

Of the above accidents, 279 were due to collision, as follows:—

Rear collisions,	•	•	140
Head collisions,	•	•	87
Grade-crossing collisions,		•	22
Unexplained,	•	•	3 0

279; or 281 per cent. of total.

There were due to derailment of trains, etc., from various causes, 706 accidents, as follows:—

Defective Way,—Such as broken switches, broken bridges, spreading of rails, snow and ice on track, washing out of track, etc., 108 accidents. Equal to 10½ per cent.

Defective Rolling Stock, Engines and Cars,—Such as broken wheels, brakes, couplings, axles, trucks, driving-wheels, tires, etc., etc., 87 accidents. Equal to 9 per cent.

Carelessness,—Such as misplaced switches, drawbridges left open, rails removed for repairs, mistaking signals and various accidental obstructions, 124 accidents. Equal to 12½ per cent.

Broken rails,				41	accidents	_	4	per	cent.
Cattle on track,	٠.			43	66	=	4.3	"	"
Malicious obstructions, .				27	66	_	3	"	66
Boiler explosions,				30	"	_	3	"	"
Trains burned while running	ζ, .			10	66	_	1	"	"
Land slides,				9	"	_	1	"	"
Explosion of nitro-glycerine	•		•	1					
Explosion of oil tank, .		•		1					
Unexplained causes,				225	"	=	$22\frac{1}{2}$	"	66

In appendix C may be found a table of these accidents, and their causes in detail.

The number of train accidents and casualties reported in each of the 12 months, ending with September, 1874, is as follows:—

YEAR AND MONTHS.	Total number of accidents reported.	Total number of persons killed.	Total number of persons injured.	Number of accidents caus- ing death.	Number of accidents caus- ing injury to persons.	Number causing injury to property only.	Average number of accidents per day.	Average number of persons killed per day.	Average number of per- sons injured per day.
1873.									
October,	88	29	47	9	19	60	2.84	.35	1.52
November,	76	37	53	10	12	54	2.53	.37	1.67
December,	80	42	43	12	13	55	2.58	.52	1.39
1874.					Y			1	
January,	108	40	98	13	25	70	3.48	.55	3.16
February,	90	25	49	10	8	72	3.21	.93	1.75
March,	88	18	49	12	14	62	2.84	.42	1.58
April,	59	23	12	2	10	47	1.97	.10	.40
May,	89	10	51	14	17	58	2.87	.61	1.65
June	83	12	55	13	13	57	2.77	.73	1.83
July,	64	18	104	9	16	39	2.06	.65	3.35
August,	73	63	77	9	15	49	2.35	.52	2.48
September,	89	29	105	18	17	54	2.96	.90	3.50
Totals,	987	346	740	131	179	677	2.70*	.55*	2.03*

* Average.

Of the accidents which occurred in Massachustts during the year, only three seemed to present any features calling for particular mention.

One of these was upon the New Bedford railroad, one upon the Boston & Albany railroad, and one upon the Troy & Greenfield railroad. The Accident at "Middleborough Junction."

The passenger train which left New Bedford for Taunton, at 10.15 o'clock A. M. on the 15th of January, 1874, met with a serious accident at the "junction" of the New Bedford railroad with the Middleborough & Taunton railroad, about three miles south of Taunton. From the "junction" to Taunton there is but a single track, which is used in common by the trains from Middleborough to Taunton and from New Bedford to Taunton. The switch and signals at the junction are under the control of the officers of the Middleborough & Taunton railroad.

A single-ball signal is used to indicate danger or safety, and to which line the right of way over the single track for the time being belongs. A train from Middleborough is due at about 10.30 o'clock A. M., and one from New Bedford about twenty minutes later. The "regulation" is that the train from Middleborough shall pass the junction and thence on its way to Taunton, and after a lapse of five minutes the switch is to be changed and the signal-ball lowered, to indicate that the train from New Bedford is at liberty to enter upon the common track. Only one ball is used for signalling. When it is at masthead the Middleborough train has the right of way, and when it is down the right of way belongs to the train from New Bedford. On the morning of the accident the switch-tender says the train from Middleborough passed the junction on time, and, after waiting the prescribed five minutes, he turned the switch for the New Bedford train, then lowered the signal-ball and went to his house, about an eighth of a mile distant, where he remained till after the accident.

This junction is in a solitary place, with no house in sight except the one occupied by the switch-tender, and it is not known that any other person was in the vicinity between the time of arrival of the two trains. The New Bedford train came along on time, and the engineer, seeing the signal-ball was down, slackened the speed of his train, as usual, to a speed of about twenty miles an hour. When within a short distance of the switch he saw that it was set for the Middleborough track. This discovery was made too late to stop, and the train, consisting of an engine, tender and six cars, passed over the switch. The

engine and the three forward cars and the forward truck of the fourth car kept upon the track, but the rear truck of the fourth car and the fifth and sixth cars were derailed. After running a short distance the connecting bar at the rear end of the fourth car became broken, and the fifth and sixth cars were precipitated down the side of the embankment (which at that place was about ten feet high) and lodged upon their sides, with their undersides and trucks towards or facing the track. The switch was of the "Tyler patent," had been in use for some time, and was imperfectly constructed.

A switch of this kind, well constructed and of good materials and in order, would probably have passed the whole train in safety, even when set for the wrong track. An examination of it and the broken parts showed conclusively that it must have been set for the Middleborough track.

The cars were built with the "Miller platform" and connections, which broke between the fourth and fifth cars, as before stated. An examination of the wrecked cars showed that they were without check-chains to hold the trucks in line in case of such accidents. Whether their use in this case would have kept the derailed cars from going down the embankment is a matter of conjecture; but that in a great majority of such accidents they would, if properly constructed, tend to keep the trucks in position and the cars in line, is hardly an open question, or one admitting of a doubt. The train was not equipped with train-brakes, hand-brakes being relied upon to check the speed of the train. By this accident eight persons were more or less injured,—some of them seriously, and one of them subsequently died from his injuries.

The Accident at Warren.

The Boston & New York express train, on the Boston & Albany railroad, which left Boston at 10 o'clock, A. M., on the 6th of February, 1874, was thrown from the track opposite the 76th mile-stone from Boston.

The tracks at that point are upon a curve of $1,632\frac{9}{10}$ feet radius to the left, and on a descending grade to westward. The train was moving at usual speed of about 40 miles per hour, and consisted of engine and tender, baggage car, two saloon cars, smoking car and two open-seated cars, six cars in all, and

placed in the above order, all of which were thrown from the track. The baggage car was injured very little. The forward saloon car had its rear truck thrown from under it, and in that condition, with the rear end of body resting upon the rails, was The second saloon car (the "Governor drawn about 500 feet. Buckingham") was thrown from the track, and when stopped, after being drawn about 200 feet, rested at an angle of about 45° with the line of track. The next car, the smoker, kept close company with the "Buckingham," with the rear end resting upon, or close to, the track, so that those two cars, when stopped, were left standing at an angle of about 90° with each other, the forward end of the saloon car and the rear end of "smoker" remaining close to the tracks. The two rear cars kept nearly in line of tracks, and were very little injured. the cars had the Miller platforms and Westinghouse brakes, and were built in the strongest manner, and to this may reasonably be attributed the safety of the passengers, none of whom, so far as could be ascertained, complained of injury.

All the cars, with the exception of the "Governor Bucking-ham," had efficient check-chains to keep the trucks in line in case of accident, and it is not unreasonable to attribute the somewhat erratic course of the "Buckingham" to the absence of these chains.

None of the cars were telescoped.

The embankment on the right-hand side of the track was of ample width, and no portion of any of the cars left the top of it. The cause of the accident was the turning over of a rail in the outer track.

The rails were of iron, badly worn, and laid in cast-iron chairs, and without fish-plates of any kind at joints of rails.

The Accident at Shelburne Falls.

A singular accident, with serious results, occurred near Shelburne Falls Station, on the Troy & Greenfield railroad (operated by the Fitchburg railroad) on the 13th of July, 1874.

A paymaster's train, consisting of an engine and a passenger car, was thrown from the track by some unexplained cause (probably from a defect in the track) and precipitated down an embankment about eighteen feet high.

There were six persons upon the engine; viz.: the engineer,

fireman, assistant roadmaster, paymaster, and two women, had been invited by the paymaster to ride upon the engine get a better view of the scenery of the country. All of persons upon the engine were more or less injured, and one the women died of her injuries the following night.

No one in the passenger car was in any way injured.

LEGISLATION.

The bill codifying all the general laws relating to railroa prepared under the direction of this Board a year ago and pas by the last legislature, will take effect February 1st, and replace, by one uniform and symmetrical act, the confused m

117-18 of chapter 63 of the General Statutes, the right of roa to enter upon and use the tracks of other roads is, when grant to one road, also granted to the other only in cases where two more roads "terminate in the same city or town." The muturight was established in this particular class of cases by a generact, passed in 1845, to meet the case of the Western and Bostc Worcester railroads. In all other cases, the right to entand use the tracks of other corporations was limited to thos roads specially authorized so to do in given cases, and the right was a mutual one only when expressly made so. The whol tendency of recent legislation has, however, been to make thi right mutual, and the principle is, by the General Railroad Lau of 1872, applied to all roads constructed under it.

In preparing the codification of 1874, the limitation containe in the act of 1875 was overlooked, so that as the law now stands after the 1st of February the right to enter and use will in al cases be mutual. The Commissioners believe that the principl is correct, that it is consistent with the whole course of recen legislation, and that it ought to be incorporated into the genera law. It would be, therefore, matter of regret if the old an meaningless legislation were re-enacted. At the same time, it presenting the codification act, the Commissioners gave the strongest assurances that it merely systematized, and in necessarily strongest assurances that it merely systematized, and in necessarily strongest assurances.

respect altered, the existing laws, and under these circumstances they feel compelled to call the attention of the legislature to this inadvertance, even though they believe the change to have been one which ought to have been made.

With this trifling exception the bill, it is believed, reproduces the present form of the law, and no doubt can exist that it will be found of the utmost value and convenience to every one who has occasion to refer to matters of railroad legislation.

Meanwhile, there is now some reason to hope that the statutes relating to railroads have at last been brought into a reasonably satisfactory shape. During the last six years they have certainly been subject to incessant alterations and additional transfer.

ERRATUM. — Page 22, 2d line of last paragraph, for "act of 1875" read act of 1845.

the intricate and delicate question of accounts, which calls for it.

STREET. RAILWAY LEGISLATION.

A general law providing for the organization and running of street railways, was passed by the last legislature (Acts 1874, chapter 29). It was framed on the analogy of the previous act of the same nature relating to steam railroads, known as the General Railroad Law of 1872, and, so far as it went, was a measure which received the active support of this Board, as it had previously been many times recommended by it. It was, nevertheless, open to one obvious criticism;—founded on a wholly erroneous analogy, the act of 1874 failed to reach the difficulty at which it was directed. That difficulty is a very obvious one;—it is that various street railway corporations are now sharply contending for the control of the railway travel in certain of the streets of the city of Boston. In former years, the struggles between these corporations had taken place before the committees of the legislature and in the halls of the state house, for the reason that under a system long in use the state legislature undertook to specify who should, and who should not, lay tracks or run cars in the streets of Boston, and under what conditions it might be done. Under the act of 1874, the right as well as the duty of the city of Boston to regulate and control

the use of its own streets was for the first time fully recogni The various parties in interest were, in fact, then told that whole question in dispute was one of purely local concern, that the city authorities were presumably competent to regu the use of their own streets and to settle matters in disj between the corporations operating tracks in them. therefore, simply provided for the organization of street rail corporations, and then, after they were organized, turned the over for regulation, etc., to the local authorities of the pla which they proposed to accommodate. The legislation of winter failed, however, to touch the real root of the troul which lies in the yielding, in crowded cities, of certain exclus rights in the public streets to particular private corporation In this respect a wrong analogy has been pursued from commencement of street railway legislation. The analogy steam railroad legislation has been followed, whereas the corr analogy of the street railway was, not with the steam railro but with the omnibus and the pavement; a street railway tra is, indeed, nothing but an improved pavement, and the which runs upon it is only an improved omnibus. No go reason can be given why, in the case of these cars any more th in the case of omnibuses, a portion of the work of paving t common streets should be abandoned by the municipality a assumed by a private company, entailing, as such abandonme and assumption do, both a divided authority and liabilit The more correct principle would have been for the communi to have retained complete authority and control over ever part of its streets and the pavements put down upon ther whether these were of dirt, of stone, of wood or of iron, ar then if any peculiar pavement, as in this case rails, was la down for especial and exclusive use, those for whose beneit was laid down should pay, for the license to use it, suc compensation as the law should provide for, or as might 1 agreed upon in advance.

In the earlier days of the street railway organizations, ar even yet in the localities where but a single company exists, different companies use different streets, this defect in the principle at the base of our street railway legislation has produce no very serious evils. Private parties do hold, it is truspecial privileges in the public streets, and the edifying spectac

is at times observed of one set of men, in the private employ, shovelling snow off of a track, and another set of men, in the public employ, shovelling it on, while at other times bitter disputes arise in relation to liabilities for paving and for damages; but these difficulties to the contrary notwithstanding, the streets were kept in a certain degree of order, and the public was fairly served. This has long, however, ceased to be the case in Boston, where it has for years been found necessary to treat the tracks of private companies as parts of the pavement of the public thoroughfare, and to authorize other companies to run their cars over them on payment of a compensation for their With this necessity, and the crowded condition of the streets, originated those prolonged struggles between the street railway companies, which have occupied so much public attention during the past few years. Under the present singular system, all the companies use certain tracks which one company keeps in order under the supervision of the city officials, and at a very unnecessary expense.

There is no obvious necessity for any further legislation on this subject. Apparently the remedy now lies in the hands of the municipal authorities concerned, as there seems to be no reason in law why a town or city should not, if it sees fit, lay a portion of its streets in iron rails as well as stone curbs or in wooden pavements. It would also apparently have a right to charge for a license to use such a peculiar kind of pavement. To avoid all question, however, and to make straight the way towards remedying a very serious and growing difficulty, it might be advisable to enact a permissive law; not compelling any change, but simply authorizing one to be made whenever any city or town felt a disposition to resume the control of its own streets. This subject was discussed at length before the committee on street railways of the last legislature, and certain sections embodying it were incorporated in a bill, but were omitted from it when reported. They will be found in appendix D to this report, and their enactment into a law will not improbably soon be found necessary.

CHEAP TRAINS.

The experiment of cheap workingmen's trains on the Easter railroad has continued a decided and growing success.

history of the origin and progress of this experiment has been given in detail in the earlier reports of the Board. (Fourth Annual Report, 1873, pp. 37-53. Fifth Annual Report, 1874, pp. 22-27.) It is therefore merely necessary now to state that these trains leave Lynn for Boston over the Eastern railroad at 5.35 o'clock each morning, and, returning, leave Boston at 6.35 in the evening; the fare is uniform (5 cents) for all distances, whether the entire trip or any part of it. The accompanying table shows the progress of the experiment during each of the two years of its trial:—

				Number of Passengers.	Receipts.
1878.					
Regular trains.				381,461	\$52,182 79
Regular trains, . Workingmen's trains,	•	•	•	187,016 568,477	9,350 80
1874.				000,211	401,000 00
Regular trains, .				468,920	\$ 60,610 60
Regular trains, . Workingmen's trains,				266,560	13,328 00
9				735,480	 \$73,938 60

Number of Passengers for each Month in Years 1873 and 1874.

	мо	NTI	H 8.				1878.	1874.	Per cent. o
December (18	72),						7,481	14,260	91
January, .						.	7,445	15,000	101
February, .				. •	•		8,264	15,620	89
March, .						٠, ا	11,146	17,150	54
April, .						.	13,977	18,800	34
May, .							17,720	21,220	20
June, .						. !	21,053	27,760	. 32
July,.						.	20,393	26,800	31
August, .		•					22,957	28,740	25
September,		•					20,861	30,360	46
October, .	-	•	-				19,816	29,310	48
November,	•	•	•	•	•		15,903	21,540	35
							187,016	266,560	42.5

	Per cen
Increase of gross receipts of Eastern R. R. for year ending Sept.	
30, 1874,	34
Increase of net receipts of Eastern R R. for year ending Sept. 30, 1874,	82
Increase of gross receipts of workingmen's trains for year ending Nov. 30, 1874, Net loss of operating workingmen's trains for year ending Nov.	42.5
30, 1873.	13.6
Net gain of operating workingmen's trains for year ending Nov. 30, 1874,	50.6
Gain in regular passengers on Saugus Branch for year ending Nov. 30, 1874,	22.9
Gain in workingmen passengers on Saugus Branch for year ending Nov. 30, 1874,	42.5
Gain in regular receipts on Saugus Branch for year ending Nov. 30, 1874,	16.1
Gain in regular passengers on Saugus Branch for 1874, compared with 1872.	53.5
Gain resulting from workingmen's trains for 1874,	87.2
1872.	140.7

Note.-Workingmen's trains commenced running in November, 1872.

It will be observed that the growth of travel on these trains for the present year over that of the last has averaged 42 per cent., being highest (101 per cent.) in January, and least (20 per cent.) in May. As the tickets for this train are sold only in slips of twenty each, and as no money is received on the cars, the regular fares being exacted, each passenger represents a fivecent fare to the road ;-the receipts of the company from this source throughout the year averaged, therefore, \$21.29 per trip. According to the returns of the Eastern railroad the average cost of running a passenger train is \$1.088 per mile, or \$14.14 for the trip from Boston to Lynn. It would therefore appear that during its second year the cheap train not only paid its expenses but earned a net profit at the rate of \$7.15 per trip, or 55 cents per mile run. The average net earnings of passenger trains on the same road during the year were 48.4 cents per train mile, showing that the cheap five-cent train was 14 per cent. more profitable than the average passenger train. As compared with the previous year, the regular passenger earnings of the Eastern road increased 30.4 per cent. as respects

the gross receipts and 107.7 per cent. as respects net receipts, whereas the increase in the gross receipts of the cheap train was 42 per cent., while the net loss of 15 per cent. on cost of operation in 1872-3 was converted into a net profit of 51 per cent. in 1873-4. During the former period the earnings of the cheap train were 15 per cent. of the entire passenger receipts of the Saugus Branch, and during the latter period they were 18 per cent. If the rate of progress which has hitherto been maintained is continued, the indications are that in another year the Eastern railroad workingmen's trains will be found to be among the most remunerative per mile run which leave the city of Boston. The only difficulty seems likely to arise from their unmanageable size. Beginning in November, 1872, with two cars only, they had increased in August last to eleven cars, and nine is now the usual number. At first, these trains seemed to be regarded with a certain popular suspicion, especially by women, who used them but little. This is now rapidly changing, numbers of women go in them, and generally the class of passengers shows a constant and decided tendency to improvement.

In commenting on the course of this experiment in their last annual report (p. 26), the Commissioners called attention to the important fact that the statistics of the several stations served by the cheap trains very clearly showed that those trains had not diminished the receipts by the regular trains, nor drawn passengers from them, but that they had apparently called a new class of travel into existence which, if it had any effect at all on other and regular travel, seemed rather to stimulate and develop it. The same thing has continued noticeable during the year just past. While the travel on the cheap trains between Boston and Lynn has increased 42 per cent., that on the regular trains, so far from showing any signs of diminution, has increased 23 per cent. From these facts but one inference can apparently be drawn. The introduction of the system of cheap trains has largely extended on the Eastern road the area in which labor can seek employment. The workingman can now daily carry his labor to any point where he can find a market for it, from Lynn to Boston. As a consequence of this the population moves much more. Men and women go in one class of trains and return in another, and they

go and return far more frequently than formerly and for reasons of less importance. The habit of travelling is acquired, and once acquired it will not limit itself to any particular mode of travel. Apparently their experience has satisfied those managing the Eastern railroad of the truth of these propositions, as they have this year evinced a lively interest in the results of the experiment, and show no disposition whatever to bring it to a close.

On the contrary, the success which has for two years now marked the progress of this bold experiment of the Eastern Railroad Co. should, it would seem, be sufficient to induce other corporations to imitate it. It might also be tried in other shapes greatly to the public benefit. For instance, during the summer months, and especially at the period of the harvest, cheap trains, running out of town in the early morning and returning in the evening, would lead to a much needed distribution of labor which the regular rates of fare effectually interdict. It is notorious that during what is known as the having time of every summer, there is a great dearth of labor in the country and often an equal dearth of employment in the city, but no machinery exists for bringing the laborer and the employer together. So also as respects recreation, these trains would afford an opportunity to get into the country to a large class, which now rarely enjoys it; indeed, they might, during the hot months, serve as daily excursion trains, running at regular hours and reduced rates. As yet, however, no corporation has shown any disposition to follow the example of the Eastern road, nor has any movement in behalf of a similar experiment on the line of any other road come to the knowledge of the Commissioners. It is practically useless for this Board to move in such matters, except in response to some manifestation of a public demand. If it acts from its own motion, it is uniformly met with a demand for some evidence that a proposed change is called for, or even desired; it is assured that the population living on the line of the particular road addressed is very peculiar,—that the experiment suggested is not desired by it, or would be most offensive to it; and that, finally, the existing method of operation is entirely satisfactory, and that any changes in it would occasion great popular discontent. In fact, it was only by taking advantage of the strong desire felt

by the management of the Eastern road to make that cor ration popular, after the Revere accident, that this Board e secured any trial at all of the cheap-trains experiment. for that, its recommendation, unsupported as it was by earnest manifestation of a popular demand, would have resul in nothing. In now once more taking leave of the subject, Commissioners can, therefore, only say that if those living the lines of other roads wish to have the benefit of trains simi to those running on the Eastern road, they must give so organized indication of that desire. It is not believed that a further legislation will be found necessary. Should it prove be so, however, this Board will be perfectly ready to frame a to recommend it. Meanwhile, all that is now required is sor pressure of public opinion—some evidence of a need; until-th manifests itself, the corporations certainly will claim, as the legitimately may, that no exigency exists. However it may elsewhere, it cannot be said that in Massachusetts no machine is provided through which such a popular demand as th referred to can make itself felt. This Board, on the contrar was organized, and in great degree is maintained, with this en in view, and always has been, and now is, perfectly ready t give both full consideration and expression to any reasonabl demand of the community on the railroad corporations.

PETITIONS AND COMPLAINTS.

The number of petitions and complaints preferred before th Board against railroad corporations has, during the last year been unusually small. Of these, several have related to station and questions of running accommodation, calling for no detailed report. One only has been of any general interest—the com plaint of certain inhabitants of the city of Boston in relation t the alleged excessive and unnecessary use of the steam-whistle This matter had heretofore been brought to the notice of th Board, and a circular in relation to it had been issued to th various corporations, but without producing the desired result (Fourth Annual Report, 1873, pp. 25-8.) The abuse now however, was at last formally presented in such a way that decisive action could be taken upon it. A hearing was had and the very grievous nature of the nuisance, and the wide spread discomfort and even distress occasioned by it at onc

became apparent. Reports of the hearing were published in the various papers, and in response to them additional complaints came in from every quarter; and, when finally the recommendations of the Board were published, they were very widely commented upon and approved. The report and recommendations of the Board will be found in appendix E. In compliance with it, the practice of excessive whistling was subsequently put a stop to on the Boston & Providence road, against which the complaint was more immediately directed. and was more or less modified on other roads, and few, if any, complaints have since that time been received in respect to it. There is, however, none the less reason to believe that the nuisance has not yet been fully abated. In this connection, therefore, it seems appropriate to repeat what has already been said in reference to the necessity of some expression of a public desire to enable the Commissioners to take any effective action in the matter of additional cheap trains. members of this Board, it should be borne in mind, are neither ubiquitous nor omniscient, and they can proceed effectively in any matter only on complaint made to them. This fact does not appear to be generally appreciated. Indeed, an impression seems to prevail in many quarters that the Board can, and should, remedy every evil and abuse incident to the operation of railroads without any one being at the trouble of informing it of the locality and nature of such evil or abuse. In this matter of the abuse of the locomotive whistle, for instance, the Board is ready to act on any and every complaint presented to it, and it entertains no doubt whatever of its ability to effect a remedy. It is undeniable, however, that the corporations and their employés are very much wedded to their accustomed ways of operating their roads, and are altogether too much disposed to regard and treat any outside remonstrance or suggestion, from whatever quarter emanating, as an uncalled-for interference. This is, perhaps, not wholly unnatural, but it is equally not insuperable. To make a complaint is the simplest thing possible, requiring merely the use of a sheet of paper and a postagestamp, and repeated experience has shown that, where acting upon complaint, the Commissioners are always able to effect some results; without it, they are at once met with the question whether any specific complaints have been made to them; and,

if none have been made, what ground is there to suppose that a real cause for them exists?—Common notoriety is not accepted as evidence by the particular corporation addressed; in such case, the existence of an abuse is always conceded, so far as corporations as a rule are concerned, but that especial corporation, on that particular point, feels itself wholly free from fault, and sufficient evidence of this is adduced from the fact that no complaint has been made on a subject of such general grievance. Even as regards the abuse of the whistle, this ground was taken by corporations included within the recommendation of the Board, who declined to take any action upon it, alleging that no complaint had been received from along the lines of road operated The inference was one manifestly unfair, and had in by them. it, indeed, an element not far removed from the ludicrous; and yet it was conclusive on the Board. If the people on the line of any given road did not care enough to waste even a postalcard in forwarding a complaint, on what possible ground could this Board maintain the existence of a grievous nuisance?-The Commissioners cannot too frequently, or too forcibly, remind both the legislature and the public that their chief power rests in the public feeling, which they may at any time represent. Railroad corporations, as a rule, care but little for abstract principles, nor do they alter their methods of procedure in response to every suggestion, even from official quarters; they are, on the other hand, very sensitive indeed to public opinion, and they invariably yield to it when they feel that it is concentrated and persistent. To facilitate its concentration, and to impart consistency to it, must always remain a very important and, perhaps, the most useful function of this Board. A great step in the direction of many generally desired reforms would be secured if this fact were more fully appreciated by that very large class of persons who now continually vent their sense of injury against the corporations, either through loud but aimless denunciation, or through anonymous and consequently futile communications to the public press.

GENERAL CONDITION OF RAILROAD SYSTEM.

The considerations which have just been stated would lead the Commissioners to the conclusion that the relations now existing between the community, as a whole, and the railroad

system of the State, are more than usually quiet and satisfactory. Certainly, no evidence to the contrary has reached this Board in any official shape. Parties having, or thinking that they have, some general or specific cause of complaint against the railroad corporations, as a whole or individually, have heretofore, however, met such a statement as this with a general reply, to the effect that their causes of complaint were notorious enough, but that it was not worth while to bring them to the notice of the Board of Railroad Commissioners, it having no power to do anything but to recommend, and being wholly unable to enforce any compliance with its recommendations. In response to this, the Commissioners can only say that if their recommendations avail nothing, they on the other hand cost nothing. Every complaint presented to them is investigated, without even the necessity of attendance by the parties aggrieved, and the corporations are thus made to feel that they are subject to a perpetual supervision. This Board, however, as the result of five years of practical experience, is by no means disposed to concede the fact that it is devoid of power, or that it is necessary, or even desirable, that its powers should be increased. Wherever the Board has had any of force of public opinion behind it, it has, on the contrary, uniformly found its power to recommend all that the occasion required. It now certainly devolves upon those who refuse to avail themselves of its assistance to show that this is not the case. The legislature has a right to suppose that no serious causes of complaint against the railroad corporations exist on the part of the community, so long as no one tries to avail himself of the means of redress against them placed within his reach, and costing neither his time nor his money. Whenever any party shall seek to avail himself of these means of redress, and they shall be found insufficient, the corporations treating with indifference or contempt any wellconsidered recommendation emanating from this Board, then, and not before, those having causes of complaint will have a right to assert that existing remedies are inadequate. That contingency has not yet presented itself. When it does, the legislature may rest assured that this Board also will present itself to it, asking that another tribunal may be constituted, with powers equal to the emergency.

THE GENERAL DISCUSSION.

(1.) The "Granger" Movement.

As respects the general railroad discussion during the year, and its progress toward a definite solution, but needs to be said. In the western and grain-producing st more laws of the character of that passed in the previous in Illinois, and discussed in the last report of the Board (. Annual Report, 1874, pp. 47-58), have been passed, loo to the regulation of fares and freights by law. has, however, certainly been discussed in sufficient detail in reports of this and of other boards, and it only remains to if, in practical operation, the efforts now making in the st of the north-west will be more successful than the sin efforts heretofore made elsewhere. This seems in a fair wa be brought to a speedy practical test. The greater part of last railroad year was taken up in a preliminary struggle inv ing only questions of law, and presenting no issue of any inte economically. As a consequence, however, of the decision the courts of primary jurisdiction, the corporations have certain of the states, decided to comply with the terms of laws, and the results of this compliance now remain to be se Practically, however, these results are of little consequer The great issue involved in the struggle is already decided; essential victory on the part of the community is secured. sense of accountability to the public, as well as to the sto holders; the necessity of dealing equitably, under a heavy sponsibility to public opinion; the recognition of the distinct which exists between a railroad corporation and a manufactur. company,-all these material principles are for the future est lished. These also were the practical points at issue. the tacit recognition of these principles the abuses incident the former system of railroad management will pass away, a with them the feeling of popular anger which they very nat ally provoked. It is not probable that either the legislatures their constituencies will feel or evince any disposition to int fere in the details of railroad management when once they assured that substantial justice is being done. Four years of this was not the case; even now it is the case only in a modif degree, though few who are well acquainted with the operati of the system will deny that a much nearer approach to fairdealing is made at present than formerly. The lesson is one not likely to be lost on those owning and controlling the railroad properties of the country, and the results of the particular issues which are now pending in the courts would seem to be matter of very secondary importance.

(2.) The Cost of Moving Freight.

Meanwhile, one important point involved in these issues, the subject of the cost of transportation, is undergoing a renewed discussion; and the opinion of this Board upon it has, during the last year, been repeatedly called for. At a recent convention of railroad superintendents the question of how much it cost to move a ton of freight one mile on the eight roads leading out of Boston, as deduced from the returns of this Board, was referred to a committee, whose report for purposes of reference is reproduced, and will be found in the appendix F.

The conclusions of the Commissioners on this point were stated with sufficient distinctness in their report for 1872 (Third Annual Report, p. 167), and they have seen no occasion to revise them. The question,-What is the cost of moving a ton of freight one mile?-is one impossible of general and accurate The cost of carrying a particular kind of freight in a given volume, and over a given distance on a specified road, can be approached with a very great degree of accuracy; but the result will apply to no other road, unless one can be found operating under precisely similar circumstances. As yet it is impossible to say at how low rates merchandise can be moved at a profit; on a road devoted exclusively to freight movement, of sufficient length, with perfectly favorable gradients, running through a region of coal deposits, with ample terminal facilities, abundant equipment, and a steady volume of traffic each way, there seems to be no reason why freight should not be carried by rail as cheaply as it can be by water. The absence of either one of these conditions, however, greatly enhances cost. Where both freight and passenger business is done by the same corporation, the division between the two branches of certain items of common expense is necessarily arbitrary, and these constitute a very large proportion of the whole cost of operating the road, in-

[Jan.

cluding salaries, repairs of track, renewals of iron, etc. volume of business calling for transportation is another item of great importance; as also the length of its carriage, for small quantities for short distances are rarely sources of profit. Then comes the question of return freights; and when these items are all ascertained, as well as the gradients of the road, the cost of coal and rate of wages, then, and not until then, can an approximate estimate be arrived at. It is almost unnecessary to say that, under any general system of returns, such a degree of accuracy is wholly unattainable. As this Board stated three years ago, "the cost of moving freights varies, under given circumstances, at least as much as the cost of raising crops"; and the attempt now being made to generalize results, with a view to their application to all roads, is no less absurd than it would be to average the cost of raising agricultural products, and then to apply the results as a test of the value of all land, without any regard to the uses for which nature had adapted it. Certain broad general rules, sufficiently definite, are arrived at, and suffice for ordinary application, such as that the cost of moving one ton of freight is the equivalent of one passenger; that coarse freights can be moved long distances at a cent per ton per mile; that two tons of dead weight are hauled to each ton of paying freight, etc., etc.; these and similar results of general application-coarse "rules of thumb," at best-are regularly stated; but when an effort is made to go beyond this, and to reduce transportation to an exact science of universal application, so far as the investigations of this Board enable it to form an opinion, very little progress has yet been made. The subject has, however, been investigated by Mr. O. Chanute, at present the consulting engineer of the Erie Railway Company, in a spirit of more thorough and scientific inquiry than by any other person, and his paper in relation to it, published in the proceedings of the Association of Civil Engineers, has been very generally commended. With a view to enlightening their judgments on a subject which seems likely to take the form of an issue before juries, involving the whole value of important railroad properties, members of the Board entered into a correspondence with Mr. Chanute. That gentleman expressed himself as confident that a much closer approximation to a correct formula

could be arrived at than he had at first believed possible, and stated that, by the use of tabulated returns obtained expressly for the purpose, such a formula could be "reduced to six terms, which would, however, contain at least sixty variable quantities."

As showing the immense complexity of this problem, in relation to which so many and such confident opinions are continually advanced, the Commissioners take the responsibility of quoting at length from one of Mr. Chanute's letters, though it was written only for their own use.

"Assuming first that the division of expenses between passenger and freight business is accurately known, and, second, that the shipment in question is to be in whole car-loads of the same article, both of which assumptions, as you will perceive, close a large field of inquiry, the formula was: -

Cost of car-load, Y = Tons
$$\times$$
 A + $\frac{D\times B}{N}$ + R.

Explanation of Terms.

- T. Tons of average load in car of particular goods to be shipped.
- D. Distance in miles to be transported.
- N. Average number of cars in train.

This will vary with:

These components, although numerous, yet yield an average result not difficult to ascertain. The principal divisions will be: 1. Local trains. 2. Through trains.

- 1. Train (local or through).
- 2. Season of year.
- 3. Power of engine.
- 4. Grades on road.
- 5. Curves on road.
- 6. Particular divisions of road.
- 7. Dead weight of cars.
- 8. Weight of contents.
- 9. Regularity of offered loads.
- A. Is decomposed into two elements:
 - ss. Station service per ton transported.
 - in. Insurance per ton transported.
 - ss. Varies with:

Each for the particular goods in 2. Cost of checking and billing. question.

- 1. Cost of soliciting required.
- 3. Cost of loading.
- 4. Cost of unloading.
- in. Varies with:
- 1. Value of goods.
- 2. Perishable character.
- 3. Conditions of shipment.

B. Is decomposed into five elements:

- r. c. Railway charges per train mile.
- g. e. General expenses per train mile.
- t. r. Track repairs per train mile.
- c. s. Car service per train mile.
- t. s. Train service per train mile.
 - r. c. representing taxes and the effects of the weather, the expenses of the year in question will not give its true value. It must be obtained from the experience of a number of years and becomes

Length of Road \times Annual depreciation + Taxes. Number of freight train miles.*

q. e. General expenses with the components:

1. Length of road in miles.

2. Tonnage transported.

t. r. Track repairs will vary with:

If the expense has been more or less than an average wear, allowance must be made.

- 1. Character of soil.
- 2. Perfection of construction.
- 3. Weather of season.
- 4. Labor of surfacing track.
- 5. Quality and kind of rails.
- 6. Character of rolling-stock.
- c. s. Car service varies with:

Cost of repairs.
 Cost of renewals.
 Mileage paid or received.

t. s. Train service consists of:

Principally divided into:-

- 1. Local trains.
- 2. Through trains.
- 3. Division of road as affected by grades.
- 1. Cost conductor and brakeman for the class of train the goods go on.
- 2. Engineer and fireman for ditto.
- for ditto.
- 4. Oil and waste, . for ditto.
- 5. Repairs of engine, . for ditto.
- 6. Repairs of tools, for ditto.
- 7. Water used, for ditto.
- 8. Watchmen and switchmen.
- 9. Incidental expenses.
- 10. Pushing engines.
- 11. Switching required.
- * The application of this part of the formula to the transportation on new railroads, would show that they are now under-estimating their expenses.

±R. Expenses of returning the car to the general service, which will be positive if the car has to be returned empty a part or the whole of the way, and negative (thus diminishing the cost of the shipment Y) if it offers for cars otherwise returning empty. This term alone, therefore, re-includes in part all the others, and involves about as many variables as the first portion of the formula. Its application, moreover, requires sound judgment and a large experience of the run of business upon the road in question, controlled by a general knowledge of the demand and ruling prices of commodities in the tributary sections of the country."

This letter would seem to more than justify the illustration drawn from the cost of producing crops made use of by the Commissioners. (Third Annual Report, 1872, p. 167.) Certainly the cost of raising corn or potatoes by the bushel could be reduced within much narrower limits than those here stated. It is encouraging, however, to know that Mr. Chanute closes his letter with a confident assurance of his belief that the problem will yet be found "capable of a solution sufficiently accurate for practical purposes." If, however, by "practical purposes," Mr. Chanute means for the guidance of juries in establishing what rates are reasonable for the carriage of specified articles of merchandise given distances over particular roads, it would seem that a very considerable progress towards simplification yet remains to be effected.

(3.) The "Saratoga" Combination.

One other subject of interest has attracted general discussion during the past year. During the latter days of July a conference of those representing a majority of the trunk lines of road between the interior and the seaboard, was held at Saratoga, and an agreement was entered into, the whole object of which is not yet fully developed. So far as hitherto made public, the end in view was the forming of a commission which should establish rates to all competing points for the conferring roads, and also supply an executive force to make such rates, when established, binding upon the companies. As regards the fixing of rates, the conference introduced no new principle into the management of the east and west roads. It has for years been notorious that conventions of general freight and general ticket agents were regularly held at fixed periods to establish rates; and, indeed, such combinations were an essential feature in

our railroad system, continued and sustained competit where neither party could, from the circumstances of case, be driven from the field, was obviously impossible. could only end in a consolidation of properties or a combinati of interests. This last has usually resulted, taking sha through conventions of agents. It has, however, always be notorious that the various contracting parties rarely, if eve maintained a perfectly good faith with each other. The print tariffs were ostensibly respected, but, in fact, through we understood systems of agencies, rebates, drawbacks, unde billing, etc., a continued, although suppressed and unconfesse competition was kept up. From this practice also, it h always been alleged, Boston has peculiarly suffered as compare This was due to the fact that th with other seaboard cities. competition was chiefly to those other cities; but Boston bein solely dependent upon a single line, no inducement for under This ground of complaint also has been urge cutting existed. with more than usual frequency and distinctness during th past year.

The difficulty with the combined tariffs, effected under the old conventions of agents was, therefore, the lack of any executor force to make effectual the results arrived at. This deficiency the Saratoga conference undertook to supply. Two commission were provided for, the one east and the other west of a line running from Buffalo through Pittsburg and along the line of the Ohio river, which should respectively regulate rates over the consenting roads, the one party on eastern the other on western bound merchandize—these rates to be subject to revision not exceeding three times per annum. It was also made the duty of these commissioners to receive and investigate all complaints against agents or subordinates, of any of the contracting lines, for violations of the established rates, and the contracting parties pledged themselves to dismiss the employés so complained of on the representation of the commissioners. The commissioners entered upon their functions, and proceeded at once to establish rates and to do away with many abuses of long standing in railroad management, such as the excessive issue of free passes, the allowance of commissions and rebates, the unrestricted allowances of personal baggage, etc. The Baltimore & Ohio railroad on the South, and the Grand Trunk on

the North, and certain railroads in the West, have not yet become members of the association.

Should this attempt at an organization result in a success, which at the time of completing this report seems not probable, it will unquestionably be one of the most important steps in railroad development which has yet taken place. Of its consequences it is yet too early to speak. It will, however, have at least one excellent effect: it will tend to centre responsibility; public opinion, now thoroughly dissipated and lost among a number of agents, each one of whom shifts responsibility on to the other, will then be concentrated upon one central bureau. So far as competition in rates is concerned, that, of course, as between railroads, has never really existed; fierce contests and violent fluctuations of very short duration have constantly taken place; but it may well be doubted whether, even to the community, the element of uncertainty it introduced did not do more barm than any reduction did good. Of course, such a movement as that described is, in its earliest stages, viewed with great popular distrust and disfavor. While awaiting its further developments, before expressing any final opinions about it, this Board is not disposed to concur in these impressions. Even so far as the public is concerned, wholly apart from the holders of railroad securities, an open and responsible combination would probably be found far less fruitful in abuses than a secret and irresponsible one. One or the other must exist under the circumstances of the case, and it is not yet apparent that the Saratoga conference was intended to do more than substitute an agency of the first description for one of the last, which had long been in existence. This Board, however, simply desires to call attention to the proceeding as one phase, and a significant one, of development in the system of railroad management during the last year, without venturing upon any definite opinion as to its success, its character or its probable consequences.

> CHARLES F. ADAMS, JR., A. D. BRIGGS, FRANCIS M. JOHNSON, Commissioners.

DECEMBER 26, 1874.

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REPORTS

MATTERS ESPECIALLY REFERRED TO THE BOARD,

BY ACT OR RESOLVE OF LEGISLATURE.



REPORTS.

[Resolves 1874. Chap. 53.]

RESOLVED, That the petition of Samuel C. Cobb, Mayor of the city of Boston, for a change in the location of the Eastern Railroad and the Boston & Albany Railroad, in East Boston, so as to prevent the crossing at grade of Marion Street, Prescott Street, Porter Street, Muverick Street, Sumner Street and Webster Street, by the tracks of said corporations, be referred to the board of railroad commissioners, with instructions to consider and report as soon as practicable, and not later than the first week of the session of the next general court, what change, if any, should be made in the locations of said railroads in the city of Boston, or what change, if any, should be made in any highway in said city, or what measures of any kind whatever can or ought to be taken for the purpose of obviating the present crossing of the said streets in said city at grade by the tracks of the said railroad corporations; and also a plan for the equitable apportionment between any railroad corporations interested, the city of Boston and any persons or corporations interested, of the expense of any change of grade or location either of the railroads or of any highway, or the carrying out of any measures which, in the judgment of the board, may be required by considerations of public safety and convenience.

An advertised hearing in relation to the subject-matter of the foregoing resolve was held by the Board of Railroad Commissioners at the City Hall, in Boston, on the 14th of October, and by adjournment on the 23d of the same month. A plan for obviating the difficulty through a re-location of tracks was submitted on the part of the city of Boston. Instead of attempting to bridge over the railroads at the crossings specified in the resolve and petition, it was proposed to diverge from the present location near the point at which the Eastern and Grand Junction tracks now meet, and, bearing over towards the east, to reach the Grand Junction yards by a new track along the water-front or over the flats. The advantages of this change, if feasible in other respects, were obvious, and do not need to

be particularized. It was strongly favored by all the residents of East Boston who expressed any opinions at the hearings, and and it was fully adopted by the city government. The railroad corporations concerned declined to take any decided action. They expressed themselves as perfectly satisfied with their present locations, and, while having no objection to the proposed change as a matter of public convenience, they did not consider that they ought to be called upon to bear any material portion of the expenditure involved in it.

Under these circumstances the Board, after full examination of the plans and careful consideration of the rights and liabilities of the several parties interested, concluded that the case was not one which called for any considerable additional legislation.

The existing law regulating alterations in the crossing of railroads and highways (Acts 1874, chap. 362, §§ 96-101) meets the exigencies of the present case at almost every point. It is, however, questionable whether, without special legislation, the provisions referred to would authorize the discontinuance, such as is here proposed, of a location, or the very extensive rearrangement of tracks which will be necessitated by it. In every other respect they would seem to be sufficient. As respects the allegation on the part of the corporations that they are fully satisfied with their present locations, and would derive no benefit from the proposed alterations, it is sufficient to say that a similar objection must be anticipated in every case in which a highway has been laid out at grade over a railroad subsequent to the construction of the latter. The law of 1872 (chap. 262) was enacted expressly to cover this class of cases, and to arrive at an equitable result in deciding them. Previous to the passage of that law the whole burden of making the alterations necessary to separate the two kinds of travel at crossings where they had so grown as to interfere with each other, was thrown upon the last comer,-upon the railroad corporation, if its tracks had been laid out over an existing highway; upon the town or county, if a highway had been laid out over an existing railway. This rule, it was found, not only worked manifest injustice, but it practically operated as a barrier in the way of the abatement of growing and well-nigh intolerable nuisances. The benefit of the changes in these cases was distributed, and no reason seemed to exist why their burdens should not be. The law of 1872 (chap.

262), which has since been incorporated into the Act of 1874, was passed, therefore, with a view to providing a machinery for the equitable distribution of the cost of making these changes, according to the particular merit of each case as it might arise. Nevertheless, it is in practice always found that the first comer, whether the town or county, or the railroad corporation, is wholly unable to see any reason why it should be subjected to any portion of the expense. This is always to be expected. In the present case the corporation happens to be the first comer; in other cases which have arisen, the community has been. It is here sufficient to say that, although the streets in East Boston were laid out over the Eastern railroad after its construction, the corporation owning it would derive a distinct and appreciable money benefit from the proposed change, in that it would in future be exempt from the danger of accident, and from the expense of maintaining the precautions at crossings required by law.

Under these circumstances, the only legislation that seems to be necessary is to provide: 1st, for the change of location; 2d, for the application of the existing provisions of law to the circumstances of the present case; and, 3d, for a local distribution of a portion of the cost of the proposed change, in the nature of a betterment charge. The justice of the last provision is in this case obvious. All the evidence offered was conclusive as to the great present depreciation of the real estate lying between the tracks of the railroads and the water, owing to the existence of the grade-crossings. The evidence was equally conclusive as to the large increase in the value of that property if the proposed change was effected. It was not denied that the railroads were legally located where they now are, and that to them was in a great degree due the pressure of population which gave its present or prospective value to the property. Under these circumstances, it was perfectly apparent that the real estate lying between the present and the proposed locations would reap the greatest immediate pecuniary advantage from the change, and ought, in a fair proportion, to bear the cost of it.

In view of the facts and considerations stated, the Board would respectfully submit the accompanying bill:—

An Acr to provide for a Change of the Location and Tracks of the Eastern Railroad Company, and the Boston & Albany Railroad Company in East Boston.

Be it enacted, etc.:

SECT. 1. The Eastern Railroad Company and the Boston & Albany Railroad Company are hereby authorized, on the request in writing of the mayor, duly authorized by the board of aldermen, of the city of Boston, to discontinue and remove, in whole or in part, such portion of the location and tracks of said corporations as are situated in that part of Boston known as East Boston, and to re-locate the same upon a new line, to the east of the present one, in such manner as may be agreed upon between said corporations and the said mayor and aldermen; and for this purpose they may purchase or take land and other property in the method provided for in chapter three hundred and seventy-two of the acts of the year eighteen hundred and seventy-four, and the said re-located road may be constructed over and across tide-waters lying to the eastward of said East Boston, in such manner as may be approved by the board of harbor commissioners.

SECT. 2. Should the Eastern Railroad Company and the Boston & Albany Railroad Company discontinue and re-locate their tracks on the request and in the manner specified in the preceding section, the cost of so doing shall be apportioned among the said Eastern Railroad Company, the Boston & Albany Railroad Company and the city of Boston, by a commission which, upon the petition of said corporations, or either of them, shall be appointed, and shall proceed in the manner and with the powers set forth in sections four and five of this act.

SECT. 3. In case the Eastern Railroad Company and the Boston & Albany Railroad Company should neglect and refuse to discontinue and re-locate their railroad tracks, as provided in the first section of this act, within six months after the request of the mayor of the city of Boston, the mayor and aldermen of the city of Boston may proceed, in reference to the crossing of such tracks by highways, under the provisions of sections ninety-six to one hundred and one, inclusive, of chapter three hundred and seventy-two of the acts of the year eighteen hundred and seventy-four, and the operation of the provisions of said sections is hereby extended to include any discontinuance and re-location of tracks authorized in section one of this act, which may be prescribed on application of the said mayor and aldermen, as provided in sections five and ninety-six of said act of the year eighteen hundred and seventy-four.

SECT. 4. The members of the special commission, provided for in sections ninety-eight and ninety-nine of chapter three hundred and

seventy-two of the acts of the year eighteen hundred and seventy-four, shall, in the present case, be appointed by the supreme judicial court, and not in the manner specified in said act.

SECT. 5. Said commission shall perform all the duties and have all the powers of a special commission appointed under section ninety-eight of chapter three hundred and seventy-two of the acts of the year eighteen hundred and seventy-four.

SECT. 6. The amount, or any part thereof, assessed under this act against the city of Boston by said commissioners, may be levied upon the estates lying to the eastward of the present location of the said Eastern Railroad Company and Boston & Albany Railroad Company in the manner provided by law with respect to betterments upon the laying out and discontinuance of highways in said city of Boston, as said estates may be benefited by the change of location of said railroad companies: provided, that no estate shall be assessed with a betterment exceeding one-half its increased value by reason of the change of location of said railroad companies; and provided, that the board of aldermen of the city of Boston shall determine that it is expedient that said amount, or any part thereof, assessed by said commissioners against said city shall be raised by levying said betterments.

SECT. 7. This act shall take effect upon its passage.

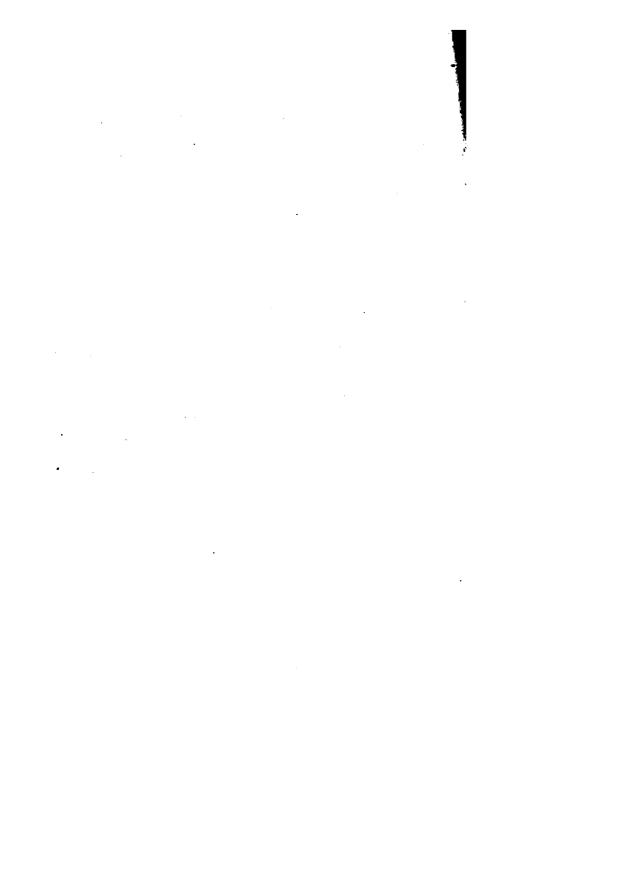
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[Resolves, 1874. Chapter 86.]

RESOLVED, That the petition of Scudder, Bartlett and Company, other papers connected therewith, be referred to the railroad comsioners, with instructions to report to the next general court the resulegal proceedings now pending between said firm and the Bosto Albany Railroad Company, and what further legislation, if an necessary to protect the rights of persons transporting merchandise railroads.

The facts and circumstances connected with the petition ferred to in the foregoing Resolve were reported upon by Board to the last legislature, and the report upon them will found in appendix E. The legal proceedings pending in supreme judicial court at the time of the passage of the resc have not yet been decided, the case not having been reached the November term of the court. Until it is reached it is i possible to say what, if any, modifications of the existing l are necessary or desirable. At the present time, therefore, t Board has nothing to report under the foregoing Resolve addition to what is contained in their communication to 1 Joint Standing Committee on Railways of April 9th, 187 (Legislative Documents, 1874, House No. 291.) any time a decision be arrived at by the supreme court, tl Board will present a special report.

APPENDIX.



[A.]

NEW ROADS.

THE DUXBURY & COHASSET RAILROAD

Has been extended from South Duxbury to Kingston, a distance of 33 miles, during the past year, thus making a connection of the Duxbury & Cohasset railroad with the main line from Boston to Plymouth at Kingston Station. It is substantially built, through a sandy, barren country, for most of the distance. The alignment is generally good, there being but two short curves, one of 8 degrees near Island Creek Station, and one of 12 degrees in forming the connection at Kingston. The grades are heavy and undulating, 80 feet per mile in each direction being the maximum. The embankments are heavy, 35 feet high in one place, and the excavations are wide and deep. The ties are good and laid 2,240 per mile. The rails are of iron, weighing 56 pounds per yard, taken from main line of the Old Colony railroad and there replaced with steel. The joints are well fastened with iron fish-plates on sides. There are no bridges of any importance, only two small creeks being crossed on the line. Island Creek Station is located about midway of the line. Tyler safety-switches are used. There are six highway crossings at grade, and one "farm crossing bridge" overhead, 18 feet in clear height.

THE GRAFTON CENTRE RAILROAD

Extends from the Grafton Station of the Boston & Albany railroad to Grafton Centre, a distance of $3\frac{1}{10}$ miles. The gauge is 3 feet. The rails are of iron, $3\frac{1}{8}$ " high and 3" base, weighing 35 pounds per yard in lengths of 24 feet and 30 feet. The joints are spliced with side fish-plates, 17" long. The ties are laid 2 feet apart, centre to centre. They were bought of the Boston & Albany railroad, and had been used on the track of that road till they were worn under the rail. In re-laying them upon this road they were reversed, or turned bottom side up. The excavations and embankments are light, the grade following the surface of the ground pretty closely with sharp curves and heavy grades. The sharpest curve has a

radius of $246\frac{1}{2}$ feet (=23° 24"). The heaviest grade is 105 feet per mile going south, and 103 feet going north. There is only one bridge, and that of piling, in 5 bents of 12 feet = 60 feet total. The motive-power used is a dummy engine, built at Worcester, weighing 6 tons, and costing \$3,725. It is connected with and forms part of a car having seats for 24 persons. It has carried 59 persons at a trip. The usual speed is at the rate of $8\frac{1}{2}$ miles per hour, although trips have been made at the rate of 13 miles per hour, carrying 40 passengers. The road and equipment has cost, to September 30, about \$35,500.

THE MARTHA'S VINEYARD RAILROAD

Extends from the wharf at Oak Bluffs through the village of Edgartown to Katama Bay, a distance of 8½ miles. For about one-half of the distance it is built immediately upon the shore of the Sound, thence it runs more inland, passing to the right or rear of the village of Edgartown and thence to Katama Bay.

The work of grading is very light and the curves not excessive, the sharpest, after leaving Oak Bluffs, being 636 feet radius, which is at Edgartown village. The only bridging upon the line is over the inlet to Sengekontacket pond, a pile structure of substantial character,

The guage is 3 feet. The ties are of hemlock, sawed $5'' \times 6''$, and 6 feet long and laid about two feet apart. The rails are of iron, $2\frac{3}{4}''$ high and $2\frac{1}{2}''$ base, weighing 30 pounds per yard, made in Pennsylvania. The joints are connected with side fish-plates of iron 18'' long, though the rails were intended and punched for suspension-splice under rails. The frogs are of cast-iron and the switches are of "Tyler patent."

The dummy engine first purchased was found inadequate for the service, and a heavier locomotive was procured from Pennsylvania, weighing 10 tons. The whole cost of road and equipment, to September 30, has been about \$85,000.

THE LOWELL & ANDOVER RAILROAD

Extends from a point in Andover upon the Boston & Maine railroad, $19\frac{3}{4}$ miles from Boston, to the city of Lowell, a distance of $8\frac{9}{100}$ miles. It has in addition a branch in the city of Lowell, by which it connects with the Lowell & Framingham railroad, of $1\frac{1}{100}$ miles.

It runs most of the distance through a sparsely-settled country, where the land is of little value for agricultural purposes. The excavations and embankments are of good width, and the road is well graded. There are no grades greater than 26" per mile in either direction, and the curves are light.

The rails are of iron, 4" high and 4" base, made at Portland, Me., weighing 60 pounds per yard, in 24 feet lengths.

The ties are of cedar, hewed to 6" face and 6" in thickness and 8 feet long, laid $2\frac{1}{10}$ feet apart, or 10 to each length of rail. The joint-splicings are of the Trimble pattern, with wrought iron plate, $7" \times 6" \times 3"$, laid under each joint. There are several bridges upon the line, well built and of good materials. The bridge over Concord River is a pile structure, 360 feet long, and about 25 feet high, for double track. The bridge over a basin of Concord River is a pile structure, 500 feet long, for single track. The above are in the city of Lowell. About $1\frac{1}{2}$ miles from the Central-street Station, in Lowell, the branch connecting the main line with the Lowell & Framingham railroad commences. Upon this branch there is a pile bridge over Concord River, 330 feet long, and 30 feet high, built for single track. The crossing of the Lowell & Lawrence and the Boston & Lowell railroad in Lowell is made upon a substantial "Howe truss bridge" 250 feet long in two spans, upon two abutments and pier.

The crossing of the Lowell & Lawrence railroad in Tewksbury is by a "Howe truss bridge" of single span, 65 feet long, and the bridge over Shawsheen River is a similar structure, 55 feet long. The "frogs" are of the Mansfield patent, and the switches are of the Tyler patent.

The road is well fenced throughout. The station buildings at Lowell are centrally located and conveniently arranged.

This road is leased permanently to the Boston & Maine railroad.

THE BOSTON & LOWELL RAILROAD COMPANY

Has, within the last year, built a branch road to connect its main line with the Salem & Lowell railroad.

It commences at the Wilmington Station of the main line from Boston to Lowell, and extends in a northeasterly direction $3\frac{1}{10}$ miles to its intersection with the Salem & Lowell railroad. With the exception of the connections with the two roads, where 6° curves are introduced, the line is nearly straight, and the grades nearly level, there being no grades greater than 21 feet per mile. The country is level, and the work of grading very light. The excavations and embankments are of good width.

The ties are laid 2 feet from centre to centre, or 2,640 per mile. The rails are of the same general pattern as upon the main line, of iron, 3½" high and 4" base, weighing 60 lbs. per yard, and laid with the Trimble splicing at joints. The whole of the line is in the town of Wilmington. There are no streams requiring bridges of more than 12 feet span. There are four highway crossings, all of which are at grade. The cost of building this branch has been about \$50,000.

[B.]

Receipts of Grain in Boston for Five Years.

•		FI	FLOUR-BARRELS	.8.	•			Сови-Вознка	ŝ	
	1870.	1871.	1878.	1873.	1874.	1870.	1871.	1878.	1873.	1874.
Boston & Albany Railroad, . Northern Railroad, . Fitchburg Railroad, Grand Junction,	864,380 78,705 52,865	802,365 99,700 61,451 88,526	750,176 86,042 53,597 98,676	934,765 57,094 16,113 274,457	947,466 102,906 14,472 239,007	760,713 500,744 108,964	1,674,201 151,295 118,960 1,212,344	1,888,615 157,572 71,718 3,001,844	1,329,599 91,262 137,778 1,600,559	1,263,055 211,382 149,205 1,144,740
Total by railroad from West,	995,950	1,052,042	988,491	1,282,429	1,303,851	1,370,421	3,156,800	5,119,749	3,159,198	2,768,382
Boston & Maine Railroad, Providence Railroad, Old Colony Railroad, New York Steamer, Baltimore Steamer, New Orleans Steamer, New Orleans Steamer, Other sources, Other sources, Total from scaboard,	17,534 61,339 4,143 19,787 288,946 169,184 1,310 29,374 64,095 658,714 1,654,664	14,784 9,098 31,159 6,143 6,143 52,537 6,143 52,286 30,126 32,021 281,135 162,062 1,891 4,105 -12,890 \$9,411 -669,303 493,258		11,419 24,669 3,847 11,932 344,648 128,275 4,968 4,968	23,187 34,164 1,953 14,936 254,782 156,018 16,981 	5,129 738 2,800 7,086 5,812 119,323 180,061 535,462 89,570 945,981	3,298 2,406 75 1,032 2,212 2,3192 2,828 30,314 24,836 80 163,824 80 163,822 - 3,638,103 3,638,103 5,440,604		7,694 5,150 11,132 6,934 29,421 10,600 233,986 304,867	10,961 4,609 - 119,900 6,678 8,356 51,700 117,191 219,394
	±004,000,1	070,100,1		_	1,000,001		0,000,100		202420240	- 11

Receipts of Grain in Boston for Five Years-Continued.

		3	OATS-BUSHKLS.				BARLET	BARLET-BUSHELS. W	WHEAT.*	
	1870.	1871.	1878.	1878.	1874.	1870.	1871.	1878.	1878.	1874.
Boston & Albany Railroad, Fitchlurg Railroad, Grand Junction,	1,001,233 313,629 361,246	1,675,970 223,479 128,217 216,420	1,780,697 187,734 176,535 239,733	2,245,820 108,776 211,320 679,100	1,841,025 241,437 340,950 462,400	15,970 205,215 33,185	29,669 182,256 14,929 1,957	37,520 206,666 14,545 29,757	106,585 250,543 3,078 13,450	104,704 691,591 48,210 445,806
Total by railroad from West, 1,676,108	1,676,108	2,244,086	2,384,699	3,245,016	2,885,812	254,370	228,811	288,488	373,656	1,290,311
Boston & Maine Railroad, Providence Railroad, Old Colony Railroad, Portland Steamer, New York Steamer, Baltimore Steamer, Philadelphia Steamer, New Orleans Steamer, Sail Vessels, Other sources, Total from seaboard,	77,337 2,211 1,504 62,693 2,840 33,682 23,377 169,394 50,515 423,853	1,778 2,496 4,162 2,100 6,537 3,653 1,028 15,836 53,835 31,370 8,966 - 103,431 26,612 179,807 82,767 2,423,893 2,467,466		3,236 5,150 - 260 19,626 - 7,460 35,732 3,280,748	10,107 700 700 700 24,232 - - 800 800 36,967	16,753 16,581 625 21,875 6,661 - - - (39,803 4,248 106,536	26,393 - 9,851 8,228 8,228 8,200 8,540 - 84,559	$\begin{array}{c} 35,393 \\ -11,339 \\ 14,662 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -2927 \\ -29$	1,100 46,314 - 1,616 - 625 49,655	5,424 3,642 125 125 3,062 13,119 862 - 5,705 32,064 1,322,375

* The receipts of Barley were not reported in detail for the year ending Sept. 30, 1874; the total receipts were 309,564 bushels. The total receipts of Wheat (not here-tofore included in the table) for the year ending Sept. 30, 1873, were 796,741 bushels.

[C]

Tabular Statement of Accidents reported to the Board of Railroad Commissioners during the Year ending Sept. 30, 1874.	report	ed to	the	Boar	d of	Rail	road	Comn	nissio	ners dı	uring t	he Ye	ar en	ding A	Sept.	30, 19	874.
				GENERAL STATEMENT	L STAT	EKKYT.					PASSENGERS	EES.			EMPLOYEES	KE8.	
BAILROADS.	Number of Per-	Развепуета.	Employees.	At H'way Cross- ings and Stat'ns.	Trespassers.	Children.	Adults.	Fatal.	Not Fatal.	From causes be- yond their own control.	From their own misconduct or carelessness.	Fatal.	Not Fatal.	Train Men.	Qther Employ-	By Coupling	By Overhead Bridge.
Ashburnham			1	ı	ı		1	ı	1	ı	,	1	ı	ı	ı	ı	ı
Boston & Albany,	87	x 0	41	44	75	6	82	40	47	ı	∞	67	9	33	œ	15	8
Boston, Barre & Gardner,	·	1	ı	'	1	1	1	ı	1	ı	1	1	1	ı	ı	ı	ı
Boston, Clinton & Fitchburg,1	∞	١	4	က	1	ī	∞	4	4	ı	1	ŀ	ı	61	67	-	1
Boston, Hartford & Erie,	24	-	10	2	9	တ	21	9	18	ı	-	ī	-	2	ç	1	1
Boston & Lowell,	21	_ 9 _	S.	တ	<u>'</u>	က	18	9	Ξ	\$	တ	ī	9	_	4	١	ı
Boston & Maine, 1	20	2	-	2	2	_	19	10	2	ī	2	4	က	1	-	ı	ı
Boston & Providence, 1	13	ဘ	67	ı	∞	-	13	10	တ	1	တ	67	_	8	1	1	ı
Cheshire,	_	ı	ı	1	_	1	-	ı	_	1	1	ī	1	1	1	1	ı
Connecticut River,	တ	1	_	ı	C)	-	01	က	1	ı	1	ı	ı	-	ı	1	ı
Duxbury & Cohasset,	1	1	ı	ı	ı	ı	1	ı	ı	1	ı	ı	ı	ı	ı	1	ı
Eastern,	21	2	ဗ	9	C1	1	21	ဗ	15	ı	2	©1	2	က	တ	-	-
Fitchburg,	65 -	#	G	7	2	24	22	12	17	ಜ	⊘ 1	П	တ	2	4	တ	ı
Hanover Branch,	ا 	1	ī	ı	1	ı	1	1	1	ı	1	ı	ı	1	ı	ı	ı
Housatonic,3	1	1	1	1	ı	ī	1	ī	1	ı	ı	ı	1	ı	1	ı	ı
Monadnock,	1	ı	ī	1	1	ı	. 1	1		ł	ı	ı	ı	ı	ı	ī	1
Nashua, Acton & Boston,	1	ı	1	ı	ı	1	ı	1	ı	ı	1	1	ı	1	1	ı	ı
New Bedford,	=	- 30	Ç1	_	1	_	10	67	6	œ	ı	-	2	8	ı	1	ı
New Haven & Northampton,1	-	1	_	87	-	ī	7	တ	-	1	1	ı	1	i	-	ı	ı
New London Northern,	1	ı	1	1	ı	1	1	•	ı	1	1	1	ı	1	ı	1	ı
New York, New Haven & Hartford,	9 			4	<u> </u>	1	9	2	=	ı	<u></u>	-	-	•	•		

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& Worcester, .	IV	& Worcester,	re,	d, Athol & North-E	& Massachusetts,	r & Nashua, .	r & Shrewsbury,	
Norwich & Worce	Old Colon	Providenc	South Sho	Springfiel	Vermont	Worcester & Nas	Worcester	Total

² The Fitchburg includes the Vermont & Mass. R. R. and Troy & Greenfield R. R. for nine months. ¹ Including roads operated by this company.

 Very slightly. 3 Operating the Berkahire, Stockbridge & Pittafield and West Stockbridge Railroads.

6 On paymaster's train; not strictly passengers.

the number reported to the Board of Railroad Commissioners at the time of their occurrence. In their annual report the Boston & Albany report 45 killed, 40 injured; the Boston & Lowell, 8 killed, 5 injured; the Eastern, 6 killed, 24 injured; the Norwich & Worcester, 3 killed, none injured; the Worcester & Nashua, 5 killed, none injured; and other roads show smaller differences. The totals show in the annual reports 14 more killed and 67 less injured than by the reports at the time of the occurrence. Such discrepancies Nore.—The number of accidents reported by the railroad companies in their annual reports, with few exceptions, differs from are not creditable to the officers of the corporations who make the reports.

Tabular Statement of Accidents, &c.—Continued.

		P	EMPLOYEES—Con.	ts—Con.		-	AT B	IGHWAY	Ат Нісниат Своєпись.	ġ	AT STATIONS	TOWS.		Trespassing	SEEK.	
RAILBOADS.	By Derailment.	By Collision.	mori gallia T	Various causes.	Fatal.	Not Fatal.	With gates or flag.	Without gates or flag.	.fata.f.	Mot Fatal.	Latal	Mot Fatal.	Walking or lying on track.	Unlawfully rid- ing on cars.	JataT	Mot Fatal.
Ashburnham	'			1		'	ī	'		'			'	. 1	-	'
any,	1	1	13	11	11	8	တ	ı	84	-	-	ı	53	\$	24	10
Boston, Barre & Gardner,	1	ı	ı	1	i	1	1	1	1	1	ı	ı	ı	١	1	1
_	ı	ı	-	87	87	81	1	တ	1	တ	1	1	П	1	Н	ı
Boston, Hartford & Erie,	63	63	တ	တ	တ	2	51	Q	ı	2	1	1	9	1	တ	တ
Boston & Lowell,	1	١	67	တ	4	-	81	1	-	_	ı	_	7	1	9	-
Boston & Maine,	ı	1	ı	1	1	-	-	တ	-	တ	_	1	2	67	4	တ
Boston & Providence,	1	-	-	ı	-	-	ı	1	1	ı	ı	ī	2	-	2	-
Cheshire,	ı	ı	ı	ı	ı	ı	1	ı	ı	1	ı	ı	1	ı	1	-
Connecticut River,	ı	ı	-	ı	-	ı	1	1	1	ı	1	1	Ø	1	01	ı
Duxbury & Cohasset,	1	1	ı	ī	ī	ı	ı	1	ı	!	ı	ı	1	ı	1	ı
Eastern,	1	ŧ	ı	4	တ	တ	-	87	_	01	ı	ဧာ	တ	ı	-	83
Fitchburg,.	r.	ı	-	1	တ	မှ	01	-	01		7	ı	6	01	4	2
Hanover Branch,	ı	١	ı	1	1	1	ı	ī	ı	ı	ı	ı	ı	1	1	ı
Housatonic,	ı	ı	١	ı	ī	ı	ī	ı	ı	1	ı	ı	i	1	ı	ı
Monadnock,	1	1	ı	ı	ī	1	ı	ı	1	1	ı	i	1	ı	ı	•
Nashua, Acton & Boston,	1	ı	١	ı	ı	1	1	1	1	-	ı	1	ı	ı	1	,
New Bedford,	67	ı	ı	ı	1	03	i	_	-	-1	ı	1	i	ı	1	ı
New Haven & Northampton, .	1	1	١	-	-	1	ī	01	_	-	1	ı	١	-	_	ı
New London Northern,	١	1	t	ı	ı	ı	1	ı	1	1	ı	ı	ı	ī	ı	1
New York, New Haven & Hartford,	1	ı		01	01	1	-	_	-	-	63	ı	ī	ī	ı	ı
Norwich & Worcester,	1	•	1	1	1	ı	ı	_	ı	_	1	1	-	ī	_	ı
Old Colony,	' 	1	-	<u>ო</u>	4	-	1	_	_	-	ī	=	9	63	4	တ

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۔ پون ت	Ē	<u>:</u>	ž	بر پ	L.	:
Prividence & Worce	三元 二三元	Springfield, Athol &	Vermont a	Norwaler & Newhil	Vorwelfer & Shrows	Total.

' Caused by a train catching and sweeping along the hose of a fire engine.

3 Two Suicides.

Classification of Train Accidents reported during the Year.

		No. of Accidents.	Persons Injured.	
ollision	1, head,	_	_	
44	rear (on side track by misplaced switch),	2	3	1
66	" (detached car with train, by reason	_		1
66	of defective brake),	1	4	
	" (freight train with "push car," train out of time),	1	2	
"	" (freight train with gravel train, care-	_	_	1
	lessness of employés),	1	-	
"	" (freight train with another at way		}	
	station; one caused by use of wrong signal to stop coming	2	_	
	train),			
"	" (detached part of broken freight			
	train with forward part),	1	-	
Tota	al collisions,	8	9	
erailm	ent, of passenger cars (by broken axle), .	1	_	
66	of passenger cars (by misplaced			ı
	switch),	1	3	ĺ
"	of passenger cars (by snow),	1	-	İ
	of passenger cars (by removal of switch-lock while train was pass-			Ì
	ing),	1	_	İ
44	of paymaster's train (cause unknown),	1	5	l
"	of freight train (by misplaced switch),	2	-	ľ
"	of freight train (by spreading of rails), of freight train (by snow and ice in	1	-	
	switch),	1	_	ł
44	of freight train (by striking point of			l
	frog),	1	-	
**	of freight train (by pushing passenger	1		
44	train onto siding), of freight train (by pushing freight	1	_	
	train onto siding),	1	1	
66	of freight train (by backing train of			Ì
44	loaded and empty cars),	1	-	
"	of freight train (by broken axle), of freight train (by cattle on track),	1 1	-	
44	of freight train (cause unknown),	2	_	
	or norghi trum (outso unanown);			_
Tota	al derailments,	17	9	
Tota	al train accidents,	25	18	
ollision	with carriage at highway crossing,	13	8	1
66	with closed gate at crossing,	1	1	1

Tubular Statement of Accidents on Street Railways reported to the Board of Railroad Commissioners during the Year ending Sept. 30, 1874.

				GENERA	GENERAL STATEMENT.	KENT.				PASSENGERS	COKES.		OTHER	a
STREET BAILWATS.	l	No. of Persons Injured.	Passehgers.	Others.	Children.	Adults.	Fatal.	Not Fatal.	From causes be- yond their own control.	From their own imprudence or carelessness.	Tatal.	Mot Fatal.	Fatal.	Jata T to E
Merrimack Valley,			ı			1	1	ı	ı	ı	ı	ı	1	ı
Metropolitan,	•	8	 20	15	4	31	ı	8	10	15	1	50	1	15
Union,	•	6	6	ı	1	6	ı	6	-	œ	l	6	1	ı
Total,	<u>.</u>	45	56	16	4	41	-	#	9	23	'	29	1	15

annual returns the following companies reported persons injured, viz., Highland, 4; Lowell Horse, 3, 1 fatally; Lynn & Boston, 2; Middlesex, 1; New Bedford & Fairhaven, 2; Northampton, 1; Salem, 2; Winthrop, 2. The Union reported 13 more than in the Norz.—The above are the only Street Railway Companies that reported accidents at the time of their occurrence. In their above table, one of which was fatal. These additions make the total number of persons injured 75, three of whom were fatally injured.

Tabular Statement of Train Accidents in the United States during the Year ending Sept. 30, 1874.

Total.	140 87 22 30 30	22 4.4 6.5 6.5 6.5 7.7 7.7 7.7 7.7 7.7 7.7 7.7 7.7 7.7 7
		& ro⊣∞
September.		
August	96 - 1	046-01110114110111
July.	F 00 01 4	121111111111111111111111111111111111111
June.	44-1	
May.	8 11 8 11	<u>2</u> 591110101111111111
April.	10 H 23 80	F 4-4-1 1-1 10-0 1-1
March.	4401	[™]
February.	F-4-100	8 1 2 4 H 24 H 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
January.	22 10 4 5	o ∞ ∞ ∞ ⋈ ⊢ ∪ ⊢ ⋈ ⊢
December.	14 5 8 5	84-0-1-1-1-1-0-1-1-1-1-1-1-1-1-1-1-1-1-1-
Мочетрет.	110	<u> </u>
Осторет.	0.00 € € € € € € € € € € € € € € € € € €	® 0 4 4 ∞ 0 0 0 − 0 − − − − − − − −
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	NS	ALMENTS. ur, epairs, iously, crossing, tion, ull, r-wheel, st into siding otive truck-w
	LISIONS	r, papairs ously ously ously inon, il, whe
	Cor	LUERA f., . f., . kch, kle, w-bas for re nalicit n at o fatructi lige, of ra snder- of ra oof ra oof ra oof ra oof ra oof ra oof ra oon ra
		led, track swit of as of as dra dra dra dra dra of as of to of to of to
	ing,	Unexplained, Cattle on track, Misplaced switch, Misplaced switch, Breaking of axle, Broken rail, Falling of draw-ba Rail removed for re Rails spread malici Malicious obstructi Malicious obstructi Striking wagon at Accidental obstruct Accidental obstruct Accidental obstruct Cars pushed too fas Breaking of tender Cars pushed too fas Land slide, Land slide,
	Rear, Crossing, Unexplained.	Unexplained, Cattle on track, Misplaced switch, Breaking of axle, Broken rail, Falling of draw-bar, Rail removed for rep, Rails spread malicion Malicious obstruction Striking wagon at ca Accidental obstruction Striking wagon at ca Accidental obstruction Striking wagon at ca Accidental obstruction Cars pushed too fast Breaking of tender-v Cars pushed too fast Land slide, Land slide,

~**~**

Inknown	•	_	_	_	-	-	-	1	-	-	-	1	ī	1	83
Changeding of mile	•	-	_	_		_	c	c	c	-	6	_	o:	-	18
Spreading of Islie,	•		_		_		4	9 0	3	• -	. 0	• -		-	2 2
Washing out of road-bed,		•	_	N .	N	~	1	ກຸ	1	<u> </u>	0	٦ (7	1	01
Broken wheel,		_	_		_	တ	1	~	1	••	ဘ	24	4	_	22
Unlocked switch.	•	'	_	_	_	1	1	7	•	-	,	-	1	_	4
ġ.	•	_		_	_	_	-	1	ı	1	1	1	ı	တ	9
Explosion of boiler or part of be	boiler, .	_	_	<u>~</u>	<u>چ</u>	4	67	9	1	87	တ	1	တ	တ	5 3
Broken connecting-rod,	•	_		~	1	81	87	-	1	87	ī	ı	-	1	2
Falling tree on engine,	•	_	_	_	_	1	1	-	ı	_	1	_		67	_
Breaking of truck,	•	_	<u>.</u>			01		_	-	-	ī	ı	67	ı	o ,
ack,	•	_	_	_	1	ı	-	9	i	1	1	1	1	1	S
Centre-pin dropped out,	•	_	_	_	1	1	_	1	1	1	1	ı	ı	1	-
Starting suddenly on curve,	•	_	_	_	_	1	_	1	1	1	1	1	-	1	~ 1
Runaway train,	•		_	_	1	_	<u> </u>	-	1	1	1	1	1	ı	01
Loose frog,	•		_	_	_	-	1	1	ı	,	ı	1	ī	1	
Falling of brake,	•		_		_	•	1	_	1	67	_	1	1	1	2
Train burned while running, .	•	_	_		-	-	1	1	1	_		<u>~</u>	67	87	2
Broken driving-wheel,	•	_	_	_	1	1	_	1	1	ī	1	ı	1	1	-
Loose wheel,	•	_	_	_	-	1	_	1	ı	-	ı	1	ı	ī	03
Projecting timber on car,	•			_	-	1	,	_	ı	ı	1	ı	1	ı	
Timber falling from car,		_		_	1	1	ı	ı	တ	1	1	1	1	1	တ
Open draw,	•	_		_	1	ı	1	1	01	-	1	ı	ı	_	4
Defective switch,		_		_	1	1	ı	ı		1	ı	_	1	1	87
Bad track,	•	_	_	_	_	1	1	1	-	_	ı	1	1	1	87
Explosion of nitro-glycerine, .	•	_	_	_	-	ı	1	ī	ı	-	ı	1	1	1	-
Defective frog,		_	,	_	_	1	ı	•	1	_	C7	ı	-	_	ń
Smoke-stack knocked off,		_	-		_	1	1	ı	ı	_	ı	ı	i	1	_
Falling rock,	•	_	_	_	,	1	1	1	•	<u>~</u>	1	ı	1	_	တ
Defective rail or joint,		_	_	_	<u> </u>	1	1	ı	1	1	တ	4	4	ī	=
Overloading car,		<u>.</u>	_	_	1	1	1	ı	•	ı	—	1	24	1	.
Explosion of oil-tank,		_	_	•	<u> </u>	ı	1	ı	1	ı	_	1	ı	ı	-
		_	-	_	-	-	-	-	-		-	-	_	-	

1 Compiled from monthly reports in the "Railroad Gazette."

Tabular Statement of Train Accidents in the United States—Concluded.

LatoT .		987
September.	1110001	68
Janguy	1101111	73
.vlot.		19
June	111111	88
May.	111111	89
. April.	111111	69
March.	111111	88
February.	111111	06
January.	111111	108
December.	111111	8
уолешрет.		92
October.	111111	88
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	· · · · · · · · · · · · · · · · · · ·	•
	Hand-car on track, Wind, Broken coupling, Wood falling on track, Car door falling on track Too sudden stopping, Bending of axle,	Total accidents, .

[D.]

AN ACT CONCERNING STREET RAILWAYS.

Be it enacted, &c., as follows:

- SECT. 1. Any city or town may construct street railway tracks, as part of the public ways, wherever they may adjudge necessary for the public convenience. Such tracks shall be managed and kept in repair by the authorities having control of public ways in such place; but nothing contained in this act shall be held to authorize towns or cities, as such, to run cars upon such tracks, or otherwise to operate street railways.
- SECT. 2. Any city or town may take and possess the tracks and fixtures located in any public way of such city or town and owned by any street railway corporation, after giving six months' notice in writing to such corporation.
- SECT. 3. Compensation for all rights, easements, franchises, powers and property taken under section thirteen of this act shall be made in the manner now provided by law in case of the laying out of public town ways or streets.
- SECT. 4. Any street railway corporation may run cars over the tracks owned by any city or town, with the consent of, and subject to the rules, regulations and tolls established by the authorities thereof.
- SECT. 5. The provisions of chapter two hundred and twenty-four of the acts of the year eighteen hundred and seventy are hereby extended to include and apply to any three or more persons who shall associate themselves together with the intention of forming a corporation for the purpose of owning and operating street cars over tracks owned by cities and towns. The capital stock of such corporations shall be not less than ten thousand dollars, and the corporate name shall include the words "street car company" at the end thereof.

[E.]

REPORT

ON THE COMPLAINT OF THE MAYOR OF BOSTON IN RELATION T THE EXCESSIVE USE OF THE LOCOMOTIVE-WHISTLE ON THE BO TON & PROVIDENCE AND OTHER RAILROADS.

This complaint came before the Board on the application of the mayor and aldermen of the city of Boston, under the provisions consection 6, chapter 408 of the acts of 1869. It related to the allege excessive use of the steam-whistle in the operation of railroads within the limits of that city. The original petition emanated from citizen of Boston living on the line of the Boston & Providence railroad but in the course of the hearing additional complaints were presented and evidence offered relating to the same practice on other roads; the conclusions and recommendations of the Board become applicable therefore, to all the corporations operating railroads within the limits of Boston, which make use of the whistle in the manner complained of

This cause of complaint has heretofore occupied the attention of the Board, and was discussed at some length in its fourth annual report (1873, p. 25). At that time it was so severely felt by the residents in certain localities that a reward of \$10,000 was offered by Mr. Amos A. Lawrence of Brookline, for the discovery of any satisfactory substitute for the locomotive-whistle. Even that large sum failed to produce what was desired. The present, however, is the first case in which the matter has been regularly brought before this Board for formal action, and until it was so brought and the complaint sustained by some evidence of a general public feeling, it was impossible for the Board to act effectively in regard to it.

The cause of the complaint is obvious. In the early days of railroads the whistle was resorted to as the readiest, simplest and most effective method of signalling at the command of those in charge of a train. It was used on every occasion, and the corporations gradually assumed its constant use on their premises as their prescriptive right. For many years the population along the lines was comparatively sparse; the number of trains, especially at night, were few, and the annoyance was not greatly felt. Gradually all the conditions altered. The population became dense, the number of trains increased, crossings

at which the use of the whistle was by rule prescribed were multiplied, the practice of walking on the tracks became more common, the sound of the whistle was augumented both in volume and shrillness, until at last, in certain crowded localities, the practice degenerated into a nuisance which in summer became almost unendurable. A blast of the whistle on an average every three or five minutes was at certain points not uncommon, and on some parts of certain roads the standing order was for every engineer to make all the noise he could. That such a system should have been tolerated as long as it was is sufficiently remarkable; the fact can only be explained on the ground of the gradual increase of the practice in a community so accustomed to it as to regard it as a necessary evil.

To a certain degree the evil, also, is a necessary one; but it certainly should be confined strictly within the limits of necessity. These limits have to be ascertained and the recommendations of the Board made to conform to them.

The whistle is now commonly used for four purposes:

First-As a precautionary warning against a possible danger.

Second—To notify employés at stations or crossings of the approach of a train.

Third-As a direction of train movements.

Fourth-As a strict danger-signal.

The first use, that of a precautionary warning against a possible danger, would seem to be wholly unnecessary. Loud and long blasts are, by standing order, habitually given at certain points where the track is hidden or much frequented, to warn possible trespassers of the approach of a train. This is a simple abuse of the signal. The whole community peaceably and legally in their dwelling-places are disturbed, that possible trespassers may be saved from the consequences of their own reckless and illegal acts; even so far as these last are concerned, the constant use of the danger-signal destroys its value where really needed. There is no good reason for a continuance of this practice.

The second use—that to notify employés of the approach of trains—is equally unnecessary. At crossings the law prescribes the use of the whistle or the bell. Certain of the corporations claim that, as the whistle is more effective than the bell, they are forced to use it in self-protection; as in case of accident they are almost uniformly cast in heavy damages unless they can show that they gave the utmost notice which it was in their power to give. This argument is entitled to some weight. Juries are unquestionably very severe on railroad corporations in cases of accidents at crossings; and in the present case it is only just that, in discontinuing the practice of whistling at these points and confining themselves to the use of the bell, the corporations

should be able to show, in any future exigency, that they did so w reluctance, and only in obedience to a strongly expressed put opinion and the direct recommendation of this Board. At the sa time crossings in all crowded neighborhoods are, or should be, p tected by gates or flagmen, and to those not so protected this reco mendation does not apply. This covers the case of the outside pub at crossings. So far as notice to employés of the approach of trai is concerned, the use of the whistle in crowded neighborhoods is single relic of the crude expedients made use of in the past. Eith employés should see or hear the approaching train to prepare for it, they should be notified by electric signals. The latter system is t most effective, and will, without question, ultimately grow into gener use. It is very generally employed elsewhere, especially in Europ and gives the only reliable notice to employés and the public. It i however, wholly out of the question that the corporations should until they are ready to adopt this system, habitually disturb who communities in order to attract the attention of their own servant There is no pretence that in this case the use of the whistle is con pelled by law. It is a mere matter of convenience to the corporations which is insisted upon only in utter disregard of the comfort an rights of the public.

As a train-signal, the use of the whistle continually degenerate into abuse. The introduction of the train-brake has obviated th necessity of it on passenger trains, except as a danger-signal. Of freight trains its use is still necessary in a limited degree.

Finally, as a danger-signal, when properly used, the whistle is an will always remain a most important adjunct in the operation of rail roads. Its value in this respect is now greatly impaired by its promiscuous use on all occasions; but if it were rigidly reserved as a special signal, no cause of complaint could exist. At present it may well be questioned whether, in its effect on invalids and horses, the whistle as now used does not occasion a greater loss even of human life than would ensue from its total suppression on all locomotive engines.

In accordance, therefore, with the present petition and the evidence adduced in support of it, this Board recommends to the railroad corporations the disuse of the whistle within the limits of the city of Boston and other crowded neighborhoods on their lines of road, except in the strictly necessary management of freight trains and as a signal of danger. If the corporations find that they cannot rely upon sight or hearing, but must in some way notify employés at crossings and stations of the approach of trains, the Board would then suggest the adoption of a system of automatic signals for that purpose. Recent improvements have made these as effective and reliable in winter as in summer, and their general adoption is a mere question of

time. The Board has the less hesitation in arriving at these conclusions and making the foregoing recommendations, in view of the fact that they suggest no novel experiment.

The Boston & Albany corporation has, at the request of the residents along its road, discontinued the use of the whistle, except as a danger-signal, for nearly two years, without experiencing any evil consequences. Those dwelling on the line of that road expressed themselves in the hearing as satisfied, and the number of accidents has not been increased. Its officers also speak of the experiment, without the use of automatic signals, as an established success. Those signals are, however, in use on the Eastern road, the manager of which at this hearing, testified to their efficiency. The evidence in the present case is therefore conclusive both as to the existence of a serious and growing annoyance and to the fact that it had been obviated on one line of road without detriment to it or the public; and this, too, without the adoption of the supplementary system of signals which elsewhere has long since been in established use.

CHARLES F. ADAMS, Jr.,
A. D. BRIGGS,
F. M. JOHNSON,
Railroad Commissioners.

REPORT ON THE PETITION OF SCUDDER, BARTLETT & Co., FOR RELIEF AGAINST THE BOSTON & ALBANY RAILROAD COMPANY.

Board of Railboad Commissioners, Boston, April 9, 1874.

Hon. H. C. BACON, Chairman of Committee on Railways:

SIR:—We have the honor herewith to return to the Joint Standing Committee on Railways the petition of the firm of Scudder, Bartlett & Co., referred to us with a request that we should hear the case and "report to the Committee as soon as possible,—first, whether the railroad company has violated its charter; and, second, if it has, whether any law exists which has not been applied; or, in other words, to consider the whole subject of the petition."

In compliance with this request, we have given due consideration to the case, have heard the several parties in interest, and now report the following facts and conclusions:

From the documents and evidence submitted at the hearing, it appears that Scudder, Bartlett & Co. were, during the year 1872, engaged at Boston in the business of dealing in bread-stuffs, both for home consumption and for export. In carrying on this business they

acted both as consignees of grain and bread-stuffs shipped to them others, to be disposed of on account of the shippers, and also purchasers on their own account.

The manner in which this business is transacted, so far as the r road corporations are concerned, is perfectly well established. It carried on under a custom of trade. Consignments are made Eastern merchants, or purchases are made by them throughout West, and the merchandise is shipped to its destination by rail. the course of transportation it usually passes over the roads of seve independent corporations on through bills of lading. No freig money on account of the carriage is paid in advance, but the goods i received by the first company, carried by it to the terminus of its ros and there delivered to the next company, and so on until they arri at their destination. Each company, when it receives the mercha dise from a preceding company, pays to the latter all charges on a count of carriage which have accrued up to that point. The mone thus paid constitutes a lien upon the goods. On goods shipped Boston from the West, therefore, the Boston & Albany, as the la company receiving them before final delivery, pays all the accrue back charges at Albany. It then brings the goods to Boston an holds them, whether in the cars or elevator, subject to the order (the consignee or owner, but deliverable only upon payment of freigh which includes all back charges. This often, therefore, amounts to very large sum, the regular transactions of certain firms with the com pany aggregating thousands of dollars daily; much the larger portion of which, however, simply represents a repayment to the Boston & Albany road of cash advanced by it for charges incurred in the carriage of goods before they came into its hands. The daily advances of the Boston & Albany road at Albany, on these accounts, average from \$50,000 to \$100,000, and its security for repayment consists in the lien which the company has upon the merchandise before its delivery.

In settling these daily transactions a great number of very difficult and complicated questions arise between the produce-dealers and the railroad company. The company constantly complains of attempts made by shippers to defraud it of its freights through the practice of "under-billing," or placing in the cars amounts in excess of what is stated in the way-bills. The merchants, on the other hand, with equal frequency, complain that smaller amounts are delivered to them by the company than the way-bills show to have been shipped. Questions of excess and shortage have heretofore frequently been brought to the attention of this Board, and have been discussed in its annual reports. Hitherto the obvious and the only radical remedy for the difficulty has not been arrived at. The common carrier should agree to deliver the exact amount specified in the way-bill, neither more nor less. Where, however, the carriage is effected by numerous companies, operating under the laws of several states, this result cannot possibly be reached through the action of any one company, or be brought about through the operation of the laws of any one state.

In order to encourage the export trade of bread-stuffs from Boston, the Boston & Albany Railroad Company, in 1869, effected an arrangement under which a rebate of five cents per hundred pounds on corn, and ten cents per barrel on flour, was allowed in all cases of the actual shipment of those articles for export.

Under these circumstances, the firm of Scudder, Bartlett & Co. was, in the month of May, 1872, carrying on a heavy business in bread-stuffs, both for home consumption and for export, paying as freight to the Boston & Albany road from \$15,000 to \$30,000 per month. In pursuance of the custom of trade which has been stated, this money was payable on the delivery of the goods. If, however, the goods happened to be delivered before payment of the freight the lien upon them was lost, and the railroad company had no security but the individual credit of the consignee, either for its own freight or the money paid by it for back charges.

In the course of the spring and summer of 1872, through the inadvertence or carelessness of the employés of the Boston & Albany road, several consignments of produce had been delivered to Scudder, Bartlett & Co. in advance of the payment of freights and charges, and the firm had thus become indebted to the company on its individunl credit. Subsequently, when the payment of this indebtedness was demanded, the firm presented, as an offset to the debt, a claim against the corporation for shortages, running over a long period of time and covering a great number of items. A demand was also presented for the allowance of a sum of money for rebates on export shipments. The corporation at the time declined to permit any claim for rebate to be treated as an offset to freight-money due,-it being their rule to collect the freight-money and afterwards to allow the rebate upon the presentation of certain proof that the grain had been shipped abroad; and it promptly disallowed all claims for shortages. After some discussion, the corporation instituted a suit against the firm for the arrears of freight, attaching certain grain belonging to it then in the elevators. These goods were replevied and the attachment duly dissolved; the question then passed into the courts for settlement, through process of law. This disposed of the claim of the railroad corporation, but further discussion took place between it and Scudder, Bartlett & Co., in relation to the questions of shortages and rebate. A portion of the sum claimed as rebate was subsequently allowed by the corporation and credited to the firm, but the corporation alleged that the claim for shortages was neither a good claim nor was it made in good faith. In the course of the controversy the agents of the road professed to find cause for doubting the pecuniary responsibility of Scudder, Bartlett & Co.; and they also alleged that in conversation a member of the firm announced to the agent of the road an intention of refusing to pay in future the freights and charges on consignments, and of regularly replevying the goods on arrival, giving bonds to abide the results of lawsuits, but at the same time resorting to a system of claims in set-off, and thus leaving the corporation to carry the whole heavy load of cash advances for back charges on through freights. The member of the firm referred to as making this threat utterly denies having done so. A question of veracity exists between him and the general freight agent of the company.

In the view we have taken of the subject it is wholly immaterial whether such a threat was made or not. It is equally immaterial whether the claim for shortages advanced by the firm was, as the corporation alleges, "trumped up," or, as the firm alleges, made in good faith. The result of the interviews and correspondence was, that the general freight agent of the corporation, with a view, as he asserts, to the fair protection of its reasonable interests and rights,-believing fully that Scudder, Bartlett & Co. proposed to resort to the vexatious system of replevin suits, which, he asserts, they distinctly threatened, and which, if resorted to, could not but have occasioned loss and inconvenience to the road,-solely actuated, as he maintains, by these considerations, and without any feeling of malice or ill-will, or any desire to inflict unnecessary injury, notified Scudder, Bartlett & Co., on his own responsibility, October 14, 1872, that unless the freight and charges on the grain then in the elevator and consigned to them were paid within twenty-four hours, or satisfactory assurances were given that they should be paid, notice would be forwarded to the West that no more freight would be received consigned to Scudder, Bartlett & Co., except on prepayment of all charges upon the same. On receiving this notice, Scudder, Bartlett & Co., alleging that the usual time had not been given them to duly examine all the accounts the payment of which was thus demanded, did not comply with the terms thus dictated to them. The general freight agent accordingly, as he had signified his intention of doing, on the 16th of October, telegraphed a notice that no shipments to Scudder, Bartlett & Co. would be received by the Boston & Albany road at Albany, unless all back charges to that point had been paid, nor unless the freight upon that road was prepaid. A copy of this notice was also forwarded to the Corn Exchange, and the firm and the Corn Exchange were likewise

notified that no rebates would be allowed on corn sold by it to other parties for export.

This order never having been revoked, is still in force. The firm of Scudder, Bartlett & Co. has, however, been dissolved, and the order is not construed by the railroad company or its correspondents to apply to the firm of Bartlett, Brothers & Co., which succeeded to the business. Although in force, therefore, nominally, the order is practically inoperative. The effect of an order of this nature on the firm of Scudder, Bartlett & Co. was simply ruinous. It at once put a stop to shipments throughout the West on their account, breaking up the whole system under which their business was necessarily done, compelling them to use a much larger amount of capital than they otherwise would have required, and placing them in a different position from that occupied by all other firms. The effect of the order upon the credit of the firm could not but be equally injurious; they became, as it were, placarded throughout the West. From every point of view the transaction was, therefore, most indefensible. It was a clear case in which the whole power of a railroad corporation, representing, in fact, the whole power of all the united corporations operating throughout the Western country, was brought into play adversely to the interest of a single business firm. The order was likewise unprecedented; the company had never before in its history found occasion to resort to a measure so extreme. Allowing, therefore, every palliation for its act which the company can claim, -allowing that in issuing it the corporation stood clearly and undeniably upon its legal right,allowing the most complete absence of malice on its part,-allowing that the officer who issued the order was actuated simply by an honest and reasonable desire to protect the interest of the corporation,allowing that he had a firm belief in the intention of Scudder, Bartlett & Co. to resort to a vexatious system of litigation and replevin suits, none the less this order was, in our opinion, a flagrant outrage. It should have been resorted to only after the fullest consideration, the amplest notice, and as a last extreme measure. The corporation was wholly unjustified in having recourse to it on account of a mere threat of the firm, if such a threat was indeed really made. It should have waited until the vexatious system of litigation had been actually commenced. It had a perfect security for its freights and advances in its lien, and it would have been time to resort to such extreme measures when the value of that lien was impaired. Even then, however, an order of the extremely arbitrary character of that issued should have been issued only by direction of the highest authority known to the government of the road, after the most careful consideration of the effect it must inevitably have upon the business of those against whom it was directed, and after every attempt had been made to avoid the necessity for it. In the present case it was issued by a subordinate official on his own responsibility, almost wholly without consulation with his superiors, without waiting for the firm concerned to have recourse to the measures which it is alleged they threatened, and it was also made in a manner most arbitrary and offensive. Had this Board then been called upon by the firm of Scudder, Bartlett & Co. to intervene in the matter, we should undoubtedly have remonstrated in the most vigorous terms against the issuing of the order or its continuance after it was issued. We should have directed our remonstrances, however, not to the general freight agent of the road, but to the president and the board of directors; insisting that the order should be revoked and the conduct of the officer publicly disavowed and censured. In a corporation a large minority of whose directors represent the interest of the State in the road, it seems to us most improbable that a remonstrance so presented would have been disregarded. The case, however, was never brought to our notice in any way until the present time.

The general question does not seem to admit of discussion. It is obvious that no railroad corporation should be permitted, at the will of its subordinates and without responsibility to any outside authority, to make so arbitrary a use of its power. Business could not be successfully conducted if merchants lived under a continued apprehension of being so placarded all through the United States. The difficulty, however, is rather theoretical than practical. The case is one which is unprecedented; it is also one which is most unlikely to occur again.

Such being the facts in the case, the opinion of this Board is requested on two points in particular.

First. Whether the railroad company has violated its charter. This is a question of law which can only be decided judicially. Meanwhile we fail to see the ground upon which such a charge could be sustained. The rule of law is perfectly well established, that a railroad corporation as a common carrier is not called upon to receive goods for carriage unless the payment for such carriage is made in advance. The corporation, therefore, in this case would appear to have acted within its strict legal rights so far as this rule is concerned. If it violated any law, it violated the statute of 1867 (chap. 339) relating to discrimination. The penalty, however, for a violation of that statute is fixed in it and does not include a forfeiture of charter. To decree a repeal of a charter under such circumstances by act of legislature, under the general reserved power of alteration, amendment or repeal, would seem to partake of the nature of an ex post facto proceeding, establishing a penalty upon the exercise of an arbitrary power which had not existed at the time the power was exercised, and before the exercise of that power had been pronounced illegal by the courts. Even if the exercise of that power was such as to justify the revocation of the charter under existing laws, the process would seem to be one of a judicial rather than of a legislative nature. The petition of Scudder, Bartlett & Co. should therefore rather be addressed, through the attorney-general, to the courts, than to the legislature.

The petition further prays, however, that the statute of 1867, chap. 339, which is alleged to have been violated by the act of the corporation, should be reënacted in a more stringent form, including in it a penalty sufficient to deter any corporation from measures of the same arbitrary character in future. This involves the second point to which the attention of the Board is more particularly called by the committee. A suit, however, is now pending before the courts in relation to this transaction, which will decide the legal force of the statute referred to and the rights of parties under it. Prior to the decision of that suit, it is difficult to say what the effect of the existing law is. It therefore appears to this Board that the course which should now be pursued is quite obvious.

The remedy for the difficulty complained of will be apparent as soon as a judicial construction has been given to the act of 1867. If it should then appear that the existing law does not cover the case, it will not probably be difficult, in the light of the decision, to frame a law that will cover it; should the existing law, on the other hand, be found sufficient, the question will reduce itself simply to one of process and penalty. The process should be made quick and the penalty be made heavy. It would not, therefore, be difficult to draft a form of law which would meet these requirements, provided the statute of 1867 is otherwise effective. It might be made the duty of this Board, in case of the arbitrary and illegal exercise by a corporation of its power, to immediately examine into the facts, and upon such examination at once apply to the courts, through the attorneygeneral, for the necessary process to compel the restoration of the injured party to his rights. To obtain this result, the courts should be clothed with full equity powers to act in the premises. This would afford a summary process to prevent a continuance of the wrong. There would only remain the question of the remedy for the injury which had been sustained. This could be provided for by a simple statute enacting that the corporation convicted of such arbitrary and illegal act should be liable to the parties injured for the entire damage sustained by them, whether in their business or their credit, to be assessed by a jury. A further penalty, if necessary, might be imposed, of a criminal character, subjecting the corporation, upon conviction, to the payment of an additional sum in the nature of a fine. We have not, however, deemed it necessary at this time to submit to the committee any draft of a bill embodying the measures indicated.

For the present, and while the statute of 1867 is undergoing judic construction, it would seem more expedient not to proceed to furt legislation. There would, indeed, seem to be no immediate occasion for so doing on any ground. As we have already stated, to proceeding on the part of the Boston & Albany road was not of unprecedented, but one which is extremely unlikely to again occast the firm of Bartlett, Brothers & Co. is now at perfect liberty to the Boston & Albany railroad upon the same terms as all the other business firms,—in everything but the form the obnoxious order been revoked; and, finally, the whole subject is one of a modelicate character, in relation to which all legislation should extremely well considered.

We would, therefore, respectfully suggest that the petition Scudder, Bartlett & Co., together with all the papers relative to including the present report, be placed upon the files of the legislatur and referred to the next general court.

CHARLES F. ADAMS, Jr.,
ALBERT D. BRIGGS,
FBANCIS M. JOHNSON,
Railroad Commissioners.

[F.]

THE COST OF TRANSPORTING FREIGHT TO AND FROM BOSTON.

REPORT OF THE NEW ENGLAND ASSOCIATION OF RAILWAY SUPER-INTENDENTS, AT THE NOVEMBER MEETING.

The following report of a Committee of the New England Railway Superintendents was read at the November meeting of that Association:—

The Committee on traffic, laws, rates and regulations, who were instructed to investigate and report what it costs per ton per mile to transport freight, and what it costs each of the eight railroads leading out of Boston per ton per mile for moving freight, based upon the Report of the Railroad Commissioners for 1873, have attended to the duty assigned them and ask leave to report.

That early in the investigation your Committee were satisfied that there were no reliable data on which the exact cost of transporting a ton of freight one mile could be based. The construction and condition of one road differs so from another (no two being alike), that the cost of transporting freight over them must, of necessity, be as unlike and variable as their condition. One road is nearly straight and level, and another has sharp curves and heavy grades; and the cost of moving freight over them will be, all other things being equal, in the ratio of their grades and curves. It is estimated that, "taking the speed of freight trains at fifteen miles an hour, the resistance on a level is equal to 93 lbs. per ton, and the total resistance due to a thirty-foot grade is equal to 22 to lbs. per ton." If this statement of the case be correct (and we have no reason to question its accuracy), then the cost of moving freight over a road with a thirty-foot grade is about one hundred and fifty per cent., or as 93 is to 224, more than over a level track.

Another item which enters largely into the cost of hauling trains,

more, perhaps, than is generally supposed, is the condition of the road-bed. If it is well ballasted, is level and in line, with good sleepers and perfect joints, trains are moved over it with but little friction and but slight wear and waste to the rolling-stock, and with much less consumption of fuel than over a track which is poorly ballasted and is out of level and line, and with poor sleepers and low and battered joints. Another factor which enters into the account, is the kind of freight to be moved. It costs more than twice as much per ton to handle light and bulky articles than such as are compact and heavy-more to load and unload furniture and stovecastings, than oil in casks or manilla in bales. The value of the goods, their liability to be damaged, are also items which go to make up the cost. The distance the goods are to be hauled determines whether the terminal charges are to be distributed, as the case may be, over thirty, fifty, a hundred, or five hundred miles. Then we find that about sixty-three per cent. of the cost of operating a railroad are mixed charges; part belonging to passenger and part to freight traffic, and we are not aware of any rule or method by which the exact per cent. chargeable to each can be determined.

The farmer might as well undertake to decide what per cent. of the value of the golden corn that is ripening in his fields is due to the influence of the rain, the sun and the earth, as the managers of our railroads, under the present system of running trains and keeping accounts, with any degree of accuracy what it costs per ton per mile for the transportation of freight. Railroad commissioners, and others, may fix an arbitrary rate, or may guess at the cost and assume that it is correct; but such estimate is not and cannot be based upon a demonstrable fact. The true cost will never be known until there is a railroad built and operated exclusively for freight. When such road is operated the exact average cost of moving a ton of freight one mile can be determined, and not until then.

Some people seem to think that railroad companies can and ought to carry freight and passengers at a nominal sum; that they are charitable institutions into which people put their money out of pure benevolence. Railroad managers endeavor to arrange their rates of fare and of freights, that (with economy) in the aggregate, their net receipts shall be a fair and reasonable percentage on the capital invested. There is one thing which the public do not seem to understand, and which business men and boards of trade often lose sight of. If through freight, or raw materials used for manufacturing purposes, or season-ticket or commutation-ticket passengers are carried for less than cost (and it may sometimes, under strong competition, or for other causes, be good policy to carry freight and passengers at less than cost), the local freight, the regular ticket, or some other

business must be charged enough in excess of its fair proportion to make up the loss. As a general rule, when it is found that a railroad is earning a fair dividend over its expenses, and an increase of business is offered, when some heavy freight or through business, in large quantities, can be obtained, the managers are not apt to calculate the exact cost of doing the increased business, or of charging its fair and just proportion of the cost of operating the road, but estimate only the cost of hauling, leaving out of the account a large number of items, such as repairs of road, repairs of buildings, taxes, insurance, damages, and the salaries of its officers.

The enormous increase in the gross receipts on most railroads in the last decade, and the slight increase in the net receipts (the net per cent. on the capital invested being about the same) indicate this, and should satisfy the public that the railroad companies are receiving only a fair compensation for the labor performed. We will illustrate by the Boston & Providence Railroad: In the year 1860 its gross receipts were \$685,630.86, and its net receipts were \$349,486.86. In the year 1873 its gross receipts were \$1,822,108.18, and its net receipts \$428,342.61, showing a gain on gross receipts of 165 per cent., and on net receipts only twenty-two per cent.

We now come to the second branch of the inquiry: "What did it cost each of the eight railroads leading out of Boston per ton per mile for moving freight, based upon the report of the railroad commissioners for 1873?" Here, again, we are all afloat, without chart or compass. The report of the railroad commissioners, the accounts kept and the returns made by the railroad companies, do not indicate the cost of hauling a ton of freight one mile, or give any relia-

* The result here stated cannot properly be inferred from the premises. This subject has been very fully discussed in the present report (pp. 11-14), and also in the report of 1874 (pp. 14-22). The proportion of net receipts to gross receipts in the earnings of the several roads varies year by year according to the financial exigencies of the companies. It never is allowed to greatly exceed 10 per cent. per annum,—the amount which the richer roads consider it judicious to divide. All surplus over and above this is expended in overation.

The only reliable test of the results of the operations of the several corporations is found in the cost of running trains. This averaged on the Massachusetts roads during the past year \$1.18 per mile. There is no reason to suppose that the Boston & Providence was operated with less economy or skill than the other roads in the State, although the cost of running its trains was returned at \$1.56 for the last, as compared with \$1.70 for the previous year. Presuming that the cost of operation measured by this test did not, on the Boston & Providence road, really exceed during the last year what it was on the average of other roads, it will be found that the net earnings of that corporation were \$765,783 instead of \$465,148 as reported, or 14 per cent. per annum on its stock and debt, instead of 9 per cent.

The only inference which can safely be drawn from the figures given in the report of the committee of superintendents is, that a comparatively small portion only of the gross receipts sufficed to pay the regular 10 per cent. dividends, for which net earnings were required.—Commissioners.

ble data from which it can be deduced. It is true the commission make an estimate of the cost, but it is an arbitrary one, based gross receipts and not on actual costs. It might with equal p priety be based on the number of miles run, or by any other ar trary method. Their estimate carries no weight because it lacks true basis; it is not a mathematical fact. The only operati expenses reported by the commissioners as charged directly to p senger traffic account, are as follows: "Repairs of passenger, m and baggage cars; new passenger, mail and baggage cars charge to operating expenses, passenger gratuities and damages, salaric wages, and incidentals of passenger department."

The operating expenses, reported as charged to the freight traffi are as follows: "Repairs of freight cars; new freight cars charge to operating expenses, damages and gratuities, freight, salarie wages, and incidentals of freight department." Only about thirt seven per cent. of the operating expenses are charged to the accounto which they belong. How shall we divide the sixty-three per cent What part of it belongs to the freight and what to the passenge traffic? The operating expenses, which are undivided, and whic belong in part to passenger and freight traffic in unknown propor tions, are as follows: "Repairs of road, exclusive of bridges and new rails; steel and iron rails, deducting old rails sold; repairs o bridges; repair of buildings and fixtures (stations); repair of and addition to machine-shops and machinery; repair of fences, road crossings and signs; local and state taxes and stamps, general salaries, office expenses and miscellaneous, not embraced in classes & and 4; insurance premiums and losses by fire, and damages for fire set by engines; repair of snow-ploughs; new locomotives, charged to operating expenses; repair of locomotives; removing ice and snow; fuel, wood and coal; oil, waste, switchmen, flag and signalmen and telegraph operators." Take the outlays upon road-bed, sleepers, rails, spikes and switches. What proportion of them belongs to the freight traffic? On what basis shall the division be made? Your Committee have given the subject much thought, but are unable to arrive at a satisfactory result.

In determining what per cent. of the deterioration of the track belongs to passenger and what to freight trains, the three elements of weight of train, of speed, and total miles run by each train must be taken into account, though in what precise ratio is not quite clear. Taking all things into consideration, we believe that the following statement of the case, made by a gentleman who is not a member of the Committee, is not far from correct: "The most satisfactory and reliable division is effected by representing the effect of passenger and freight trains by the continued product of the weight,

by the speed, by the mileage, in each case, respectively." In regard to the other items, no general formula of division can be fixed, as upon no two roads would the per cent. due to each be alike. In this state of the case your Committee do not deem it important to try, or believe it possible to fix on the exact cost of moving a ton of freight per mile on the eight roads leading out of Boston, from the data given in the report of the railroad commissioners for the year 1878.

All of which is respectfully submitted.

WARREN LADD. C. L. HEYWOOD. J. T. McManus.

EXPENSES OF OFFICE FOR THE YEAR ENDING DECEMBER 31, 1874.

	Rent and water	•			•			•	• .	
•	Care of office,	and n	16886	engei	r, .		•		257 0	8
•	Postage, .	•	•						148 5	60
1	Stationery, .								60 9	0
•	Printing acts, b	lanks	, etc	.,					605 8	39
•	Binding Docum	ients,							30 7	5
•	Newspapers, Pa	athfin	der,	law	books,	etc.			84 8	33
	Sundry parties-								455 0	Ю
•	Fuel, gas and i	ce,							91 8	35
•	Telegrams and	expr	ess,						7 0)5
	Advertising,								22 7	5
	Court expenses								11 4	15
	Miscellaneous,								16 9	15
										_

BOARD OF RAILROAD COMMISSIONERS.

CHARLES F. ADAMS, Jr., Quincy,		Term	expires	July,
ALBERT D. BRIGGS, Springfield,		44	-66	July,
FRANCIS M. JOHNSON, Newton, .		44	**	July,

Clerk.—WM. A. CRAFTS, Boston.

Office, No. 7 Pemberton Square, Boston

TABULATED STATEMENT

COMPILED FROM

RAILROAD RETURNS.

CONTENTS OF TABLES.

STEAM RAILROADS.

LENGTH OF ROAD AND BRANCHES.

- 1. Main Line.
- 2. Main Line in Massachusetts.
- 3. Double Track in Massachusetts.
- 4. Double Track out of Massachusetts.
- 5. Sidings in Massachusetts.
- 6. Sidings out of Massachusetts.
- 7. Total Length computed as Single Track.

CAPITAL STOCK.

- 8. Authorized by Charter.
- 9. Amount Issued.
- 10. Amount Paid in.
- 11. Net Debt.
- 12. Total Stock and Debt.
- 13. Earnings applied to Permanent Investment

PERMANENT INVESTMENT.

- 14. Cost of Road.
- 15. Cost of Equipment.
- 16. Other Property.
- 17. Total.
- 18 Proportion for Massachusetts.

RECEIPTS.

- 19. Passengers.
- 20. Express.
- 21. Mails.
- 22. Freight.
- 23. Miscellaneous.
- 24. Rents.
- 25. Total.

EXPENSES.

- 26. Maintenance of Way, Passenger
- 27. Maintenance of Way, Freight.
- 28. General Traffic, Passenger.
- 29. General Traffic, Freight.
- 30. Passenger Train Expenses.
- 31. Freight Train Expenses
- 32. Rent.
- 33. Other Expenses.

- 34. Total Expenses.
- 35. Net Income.
- . 36. Interest Paid.

DIVIDENDS.

- 37. Amount.
- 38. Per Cent.

SURPLUS.

- 39. This Year.
- 40. Total.

TAXES. (41.)

PER CENT. OF NET INCOME TO PERMANENT INVESTMENT. (42.)

MILES RUN.

- 43. Passenger Trains.
- 44. Freight Trains.
- 45. Other Trains.
- 46. Total.

PASSENGER MILEAGE.

- 47. Whole.
- 48. To and from other Roads.

FREIGHT MILEAGE.

- 49. Whole.
- 50. To and from other Roads.

PASSENGERS.

- 51. Number Carried.
- 52. Coming from other States.
- 53. Going to other States.
- 54. Travelling within this State only.
- 55. Season Ticket.

FREIGHT.

- 56. Tons Carried.
- 57. From other States.
- 58. To other States.
- 59. Within this State only.
- 60. From Boston.
- 61. To Boston.

PERMANENT WAY.

- 62. Rails, Steel.
- 63. " Iron.
- 64. Telegraph, Miles of, owned.
- 65. "Offices in Company's Stations.
- 66. Bridges, 25 feet Span and Upwards.
- 67. " Iron.
- 68. "Wooden.
- 69. "Highway, 18 feet above Track.
- 70. " Less than 18 feet above.

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- 71. Crossings, Highway, at Grade.
- 72. " over Railroad.
- 73. " under Railroad.
- 74. " with Gates or Flagmen.
- 75. "without Gates or Flagmen.
- 76. "Railroad, at Grade.
- 77. " over other Railroads.
- 78. " under other Railroads.

ROLLING STOCK.

- 79. Locomotives, Number owned.
- 80. " with Train Brakes.
- 81. Passenger Cars, Number owned.
- 82. " with Train Brakes.
- 83. Mail and Baggage Cars.
- 84. Freight Cars.

STATIONS.

- 85. Whole Number.
- 86. In Massachusetts.

STOCKHOLDERS.

- 87. Whole Number.
- 88. In Massachusetts.
- 89. Amount of Stock held in Massachusetts.

Persons Employed. (90.)

CASUALTIES. (91.)

TABULATED COMPARATIVE RESULTS.

EARNINGS AND EXPENSES-PASSENGER AND FREIGHT.

- 92. Passenger Receipts.
- 93. "Expenses.
- 94. " Net Income.
- 95. Freight Receipts.
- 96. "Expenses.
- 97. " Net Income.

STOCK, DEBT AND COST PER MILE OF ROAD OWNED.

- 98. Stock Authorized by Charter.
- 99. " Paid in.
- 100. Debt.
- . 101. Stock and Debt.
 - 102. Cost of Road.
 - 103. " Equipment.
 - 104. Total Investment.

INCOME AND EXPENSE PER MILE OF ROAD OPERATED.

- 105. Gross Income.
- 106. Expenses of Maintenance of Way.
- 107. Total.
- 108. Net Income.

```
INCOME AND EXPENSES PER TRAIN MILE.
      109. Gross Income.
      110. Total Expense.
      111. Net Income.
EXPENSE PER TRAIN MILE.
      112. Maintenance of Way, Repairs of Road.
                 **
                          **
                                        of Bridges.
      113.
      114.
                                        of Buildings.
      115.
                                New Rails.
                          66
                                 Total.
      116.
            Traffic Expenses, Repairs (including new) Locomotives.
      117.
                      66
                                                    Passenger and Bag-
      118.
                                                      gage Cars.
                                                    Freight Cars.
      119.
                             Salaries, Wages, etc., Passenger Department.
      120.
                      "
                                              " Freight Department.
      121.
      122.
                      "
                            Fuel.
      123.
                             Oil and Waste.
                      **
               46
                             Total.
      124.
AVERAGE RATES OF FARE AND FREIGHTS PER MILE, ETC.
      125. Passengers, Season Ticket.
      126.
                       Trip and Passage Ticket.
      127.
                        Average rate for all Passengers.
      128.
                       to and from other Roads.
      129.
                 "
                       Average Distance Travelled.
      130. Freight, Local.
      131.
                    to and from other Roads.
      132.
                    Average Distance Carried.
DEAD WEIGHT HAULED ONE MILE.
      133. To each Passenger.
      134.
                    Freight Ton.
AVERAGE MILES RUN.
      135. Locomotives.
      136. Passenger Cars.
      137. Freight Cars.
AVERAGE PER TRAIN MILE.
      138. Passengers Carried.
      139. Freight Tons Carried.
CARRIED ONE MILE PER CAR OWNED BY COMPANY.
      140. Passengers.
      141. Freight Tons.
PER CENT. OF
      142. Income to Stock and Debt.
      143. Expense to Income.
      144. Net Income to Stock and Debt.
```

STREET RAILWAYS.

CAPITAL STOCK.

145. Capital Stock Paid in.

DEBT.

- 146. Funded.
- 147. Unfunded.
- 148. Total.

COST OF ROAD AND EQUIPMENT.

- 149. Road.
- 150. Equipment.
- 151. Railways and Branches purchased.
- 152. Total.
- 153. Length of Road including Branches.
- 154. Miles Run.
- 155. Number of Passengers Carried.
- 156. Number of Round Trips.
- 157. Rate of Speed.
- 158. Gross Income.
- 159. Expense.
- 160. Net Income.
- 161. Income expended in Construction.
- 162. Expense charged to Capital Account.
- 163. Dividends, Amount of.
- 164. " Per Cent.
- 165. Interest.
- 166. Surplus, this Year.
- 167. " Total.
- 168. Number of Horses.
- 169. " of Cars.
- 170. " of other Vehicles.
- 171. " of Persons Employed.
- 172. Accidents, Fatal.
- 173. . " Not Fatal.

PER MILE OF ROAD OWNED.

- 174. Capital Stock Paid in.
- 175. Debt.

AVERAGE.

- 176. Cost per Mile of Track built by Company.
- 177. Cost of Equipment per Mile of Single Track operated
- 178. Number of Passengers per Round Trip.

GROSS EARNINGS.

- 179. Per Mile of Single Track operated.
- 180. " Mile Run.
- 181. " Passenger Carried.
- 182. " Round Trip.

EXPENSES.

183. Per Mile of Single Track operated.

184. " Mile Run.

185. " Passenger Carried.

186. " Round Trip.

PER MILE OF ROAD OPERATED.

187. Repairs of Road-bed and Track.

188. " of Cars, Harnesses, etc.

189. Keeping good the Stock of Horses.

	WHERE LOCATED.	OCATED.	LEN	LENGTE.	DOUBLE TRACK.	TRACK.	Sin	Sidings.	7Total
RAILROADS AND BRANCHES, (Branches in Italics.)	From.	To.	ITotal.	1Total. 2In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.	length com- puted as single track.
Ashburnham,	S. Ashburnham,	Ash'm Centre, .	65	89	1	1	.379	1.	8.379
ton & Providence), .	E. Attleboro', .	N. Attleboro', .	नं	4.		1	1	1	5.
of Conn.), Boston & Albany	Sheffield, Conn.,	W. Stockbridge,	22.	22.	169.850	39.300	2.	96.560	589.630
Grand Junction,	Cottage Farm, .	East Boston, .	9.300	9.300	1	1	-	1	-
Newton Lower Falls,	Riverside,	Lower Falls, .	1.100	1.100	1	1	1.	1	1
Brookline,	Beacon Street, .	Brookline,.	1.550	1.550	i	1	1	i	1
Milford.	S. Framingham.	Milford.	12.	12.	1 1	1 1	1 1	1 1	1. 1
Millbury,	Millbury Stat'n.	Millbury Village.	3.	.63	1	1	1	1	ī
Chatham & Hudson,	Chatham, N. Y.,	Hudson, N. Y.,	17.330	1	1	1	1	1	1
Boston, Barre & Gardner, .	Worcester, .	Winchendon, .	86.400	36.400	1		65	1	39.400
Boston, Clinton & Fitchburg.	Fitchburg,	S. Framingham,	41,405	41.405	63	1	10.690	1	55.562
Marlboro	Frati's Station, .	Marlhoro'	1 467	1 467	1 1	1 1	1 !	1 1	1 1
Boston, Hartford & Erie,	Boston,	Willimantic, Ct.,	85.750	51,500	13.250	1	14.164	4.054	170.468
Woonsocket Division,	Brookline, .	Woonsocket, .	33.750	32.750	1	1	1	1	,
Southbridge,	E. Thompson, Ct.,	Southbridge, .	17.500	10.250			1	1	1
Dedham,	Norwood,	Dedham,	63	લં	1	1	1	1	1
Boston & Lowell,	Boston, .	Lowell,	26.750	26.750	26.750	1	21.	i	90.500
Lexington & Arlington,	Medford,	Lexington, .	9.250	9.250	1	ı	1	1,	1
Stoneham,	Woburn, .	Stoneham, .	2.500	2.500	1	1	1	1	1,
Woburn,	Winchester, .	Woburn Centre,	ci	25	t	1	į	1	i
Mystic,	Somerville, .	Wharves,	2.250	2.250	1	1	1	-1	1
Boston & Maine,	Boston,	Portland, Me.,	115,500	36.750	86.750	.340	28.	39.	229.090

Medford, Manches.	Malden,	· Medford,	63	~i	,	1	•		ı
ter & Lawrence of N. II.),	Lawrence, .	Methuen,	3.750	3.750	.:	1	ı	1	Ì
Great Falls,.	Rollinsford, N. H.	Gt. Falls, N. H.,	2.750	ı	ı	1	ı	,	,
Boston & Providence,	Boston,	Providence, R. 1.,	44.	æ,	88	6.	15.500	6.500	128.540
West Roxbury,	Forest Hills Stat.,	Dedham	Ġ	ď.	1	ı	ı	ı	ı
Dedham,	Readville,.	Dedham,	63	જાં	ı	ı	,	,	•
Stoughton	Canton, .	Stoughton, .	4.040	4.040	1	ı	1	ı	ı
India Point.	Seekonk,	Providence, R. I.,	7.500	တ်	ı	ı	1	ı	1
Cheshire,	S. Ashburnham,	Bellows Falls, Vt.,	53.620	10.810	ı	ı	8.220	9.500	94.94 0
Connecticut River,	Springfield, .	S. Vernon, Vt.,	20.	20.	17.	ı	19.300	,	92.150
Chicopee Falls,	Chicopee, .	Chicopee Falls,	2.350	2.350	ı	ı	ı	ı	1
Easthampton,	Mt. Tom Stati'n,	Easthampton, .	3.500	3.500	ı	ı	ı	ı	ı
Danvers (op'd by Boston &		,	0	6		-			0
Maine),	Wakeheld Junc.,	Danvers,	9.209	9.209	1	ı	ı	1	9.209
Colony	Neponset.	Mattanan.	1	1	,	ı	ı	1	ı
Duxbury & Cohasset (op'd by									
olony), .	Cohasset,	Kingston,	20.810	20.810	1	ŀ	1.260	ı	22.070
Eastern,	Boston,	State Line, .	41.390	41.390	27.800	1	36.740	1	188.922
East Boston,	Revere,	East Boston, .	3.310	8.310	8.310	1	ı	ı	ı
Saugus,	Revere,	Lynn,	9.520	9.520	1	ı	ı	ı	ı
Marblehead,	Salem, .	Marblehead, .	4	4	1	1	ı	1	1
Swampscott,	Swampscott, .	Marblehead, .	8.800	3.800	ı	ı	ı	ı	ı
Lawrence,	Salem,	Lawrence,	19.660	19.660		ı	1	ı	•
Gloucester,	Beverly,	Gloucester, .	17.350	17.350	ı	ı	ı	1	ı
Salisbury,	Newburyport, .	Salisbury,	3.750	3.750	ı	ı	1	ı	1
Asbury Grove,	Hamilton Stat'n,	Asbury Grove, .		:	1	ı	ı	1	ı
Essex,	Wenham,	Essex,	5.	5.	,	ı	ı	1	1
Charlestown,	In Charlestown,	•	1.086	1.086	1.086	1	1	ı	1
South Reading,	Peabody,	Wakefield, .	8.120	8.120	ı	-	ı	_	1
Carried forward,		•	983.717	749.777	331.296	45.640	268.043	85.614	1,714.810

1 Included in the Old Colony.

	WHERE LOCATED	OCATED.	LEN	LENGTH.	DOUBLE TRACE.	TRACK.	Stb	Sidings.	7.—Total
RALLEOADS AND BRANCHES. (BRANCHES IN ITALICS.)	From.	To.	1.—Total.	2.—In Mass.	8.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.	length com- puted as single track.
Brought forward,			988.717	749.777	831.296	45.640	268.043	85.614	1,714.310
Fall River, Warren & Providence (op'd by Boston &		,							
Providence), .	Fall River, Boston.	Warren, R. I., Fitchburg.	5.794	3.662 50.	 50.	1 1	39.180	1.350	5.79 4 184.530
Ice, in Charlestown,		0 1	989.		089	1	1	1	1
Watertown Branch,	N. Cambridge, .	Waltham, .	9.600	9.600	1	1	ı	1	ı
boro', Sterting & mart-	South Acton, .	Marlboro', .	12.420	12.420	,	ı	ı	ı	ı
Peterboro' & Shirley,	Ayer Junction, . Mason Village, N. H.,	Mason Village, N. H.,	23.620	14.250	1	ı	ı	1	1
Framingham & Lowell, (op'd by Boston Clinton and									
Fitchburg),	S. Framingham,		26.120	26.120	١	1	3.340	ı	29.460
Grafton Centre,	Grafton Centre,		3.050	3.050	١	ı	1	ı	3.050
Hanover Branch,	North Abington,	South Hanover,	œ	ထံ	ı	1	-i	ı	6
N. Haven & Northampt'n),	Westfield,	Holyoke,	10.320	10.320	ı	1	.758	ı	11.078
dence & Worcester).	Milford,	Ashland,	11.450	11.450	ı	ı	.140	ı	11.590
Boston & Lowell),	Woburn Branch Horn Pond,	Horn Pond,	.663	.663	٠,	ı	920.	ı	.739
Lancaster,	•	1	1	ı	1	1	1	1	•
Lee & Hudson,1	Lee, · ·	Hudson, N. Y.,	ı	1	1	1	1	1	1
Lee & New Haven,	Lee,	New Haven, Ct.,	1	1	1	1	1	ı	1
Lowell & Andover (op'a by Boston & Maine),	Lowell,	Ballardvale, .	8.950	8.950	<u>'</u>	1	1.160	. 1	11.260

³ Including .496 mile formerly owned by the Middleborough & Taunton R. R.

² Under construction, length not reported.

¹ In process of construction.

	14.690	25.950 8.830	9.250	4.336	22.080	86.350	72.837	ı	1	1 1	29.380	ı	2.410	121.010	1 1	2,344.434
1	1	1 1	1 1	, į	1.170	3 350	1	1	1	ı ı	1	ı		12.	151	103.956
1	2.340	4.700	1.250	.459	700	4.	13.540	ı	•	1 1	2.401	ı	.180		1 1	358.795
1	1	1 1	1 1	ı	1 1	5.250	ı	1	1	1 1	ı	١.	1	1	1 1	50.890
1	ı	1 1	1 1		1 1	9.250	2.008	,	1	1 1	ı	ı	.150	1	1 1	393 384
1.150	12.350	· 21.250 8.330	l có	3.877	2. 15.460	9.250	32.560	909.	.353	0/1 01	26.979	ı	2.080	32.620	1 1	1,106.577
1.150	12.350	21.250 8.330	1 00	3.877	16. 20.210	14.500	32.560	909.	353	8,600	26 979	1	2.080	83.880	14.090	1,442.409 1,106.577
	•	• •	•		H	H	•	٠, ور	ford,	•	ı,	•	•	ŵ	بركر	
	Lawrence,	Mansfield, Katama, .	Concord,	Bellingham	Nashua, N. H.,	Nashua, N. H.	Mansfield,	Weir Village,	In New Bedford	warenam,.	Newburyport,	Danvers, .	Wharves, .	Williamsburg,	Collinsville, Ct. Tariffville, Ct.	
In Lowell,	Lowell, Lawrence,	S. Framingham, Mansfield, Oak Bluffs Katama	•	•	North Acton, Nashua, N. H.,	Lowell, Nashua, N.	ford,	Taunton, Weir Villag		Fairnaven, warenam,. Taunton Attleboro'	•	Georgetown, . Danvers, .	œ		Farmington, Ct., Collinsville, Simsbury, Ct.	<u>:</u> -

	WHERE LOCATED.	OGATED.	LEN	ГЕКОТН.	DOUBLE	DOUBLE TRACK.	Sini	Sidings.	7Total
(BRANCHES IN TALICS.)	From.	To.	ITotal.	2In Mass.	3In	4Out of Mass.	5.—In Mass.	6. Out of	length com- puted as single track
Brought forward,			1,442.409	1,106.577	393.384	50.890	353.795	103.956	2,344.434
New London Northern (op'd									
others. Trs. of Vernont							-		
New York New House &	N. London, Ct., .	Miller's Falls, .	100.	44.	i.	1	2.750	9.320	112.070
	New York.	Springfield.	123.	5.870	5.870	117.130	8.890	49.190	810.010
New Britain & Berlin (Ct.)	Berlin J'n, Ct., .	New Britain, Ct.,	60		1	-	1	-	1
	" "	Middletown, .	10.	1	1	1	1		
W. Locks & Suffield,	W. Locks, "	Suffield,	4.500	1	1	i	1	į.	1
Norwich & Worcester (op'd	In tracuord,		, ,	1	1	1	1	1	1
w	Worcester, .	Norwich, Ct., .	59.400	17.400	1	1	4,100	9.500	80.
Allyn's Point (Conn.), .	Norwich, Ct., .	Allyn's Pt., Ct., .	7.	1	1		1	1	T
013 0-1		Provincetown,		-	1000			N. A. S. Lane	
Old Colony,	Boston,	Plymouth,.	217.100	200.880	11.280	1	58.790	1.970	337.050
Middleboro' & Taunton, .	Middleboro',	Taunton,	8.040	8.040	i.	1	i	1	,
Easton,		In Stoughton, .	1.690	1.690	1	i	1	4	1
Bridgewater,	ington,	Bridgewater, .	066.9	6.990	1	1	1	1	t
Granile,		West Quincy, .	3.100	3.100	1	1	1	1	1
Wood's Hole,	LTOWS,	Wood's Hole, .	17.540	17.540	1	1	1	1	1
Hyannis,	Yarmouth, .	Hyannis,	4.900	• 4.900	1	1	1		1.
Dorchester & Millon,	Neponset, .	Mattapan,	3,300	3.300	1	i	i	1	,
Shawmut,	1	1	2.350	2.350	1	1	,		1
by Boston & Albany),	Pittsfield,	North Adams, .	18,650	18,650	1		1.420	1	20.070
Providence & Worcester,	Providence R. L.,	Worcester, .	43,410	25.510	12.750	17.900	10.500	7.500	93,060

1	19,480	14,110	50.833	25,250	14.110	91.110	4.784	5.560 78.520 2.630	179.705 8,701.0934
,	1	11	1	1		4111	610.	4.250	179.705
1	2.598	2.560	2.333	3.250	.950	10.	.265	2.810	476.893
-		11	1	1	11111	1111	, i	111	185.920
,	1	11		-	****	1111	- 1	16.830	440.114
T	16.882	11.550	48.500	22.	13.160 30. 6.840	56. 2.800 11. 49.300	2,250	2.750 39.060 2.630	1,782.519
1.	16.882	11.550	48,500	22.	13.160 30. 6.840 6.170	2 800 2 800 21.310 49.300	4.500	2.750 45.690 2.630	. 2,418 461
,	Peabody	Wakefield, Cohasset,	Athol,	Pittsfield,	Ayer, Mansfield, Hoosae Tunnel, State line,	Greenfield, Turner's Falls, . Brattlebore', Vt., Winchendon, .	Newton, N. H.,	State Line, Nashua, N. H., . Lake Quinsigamond, .	
1	Tewksbury Junc., Peabody,	Peabody, Braintree,	Springfield, .	Stockbridge, .	N. Chelmsford, Greenfield, N. Adams Stat'n, In Vermont,	Fitchburg, Greenfield, Miller's Falls, .	W. Amesbury, .	W. Stockbridge, Worcester,	
	Tewk	Pen	Sp	St	FREER	Fit	M	BBB	

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¹ Length included in Eastern R. R. ² Length included in New Bedford R. R. ⁴ Not including the Lancaster R. R., 8.4 miles, no return received. ² Length of Hoosac Tunnel, 4.75; from N. Adams to Western Portal, 2; from station to Eastern Portal, 1; length of Troy & Greenfield and branches, 43.01; total length of road, complete and incomplete, owned by the Commonwealth, 50.76.

Abstract prepared from the Railroad Returns for the year 1874.

			CAPITAL STOCK.		
Number,	RAILROADS.	SAuthorized by Charter.	9Amount Issued.	10.—Amount paid in.	11Net Debt.
-	Boston & Albany,		1000		
21 00	Boston & Lowell	8.380,000,000	8 200,000,000	8.200,000,000	9 138 917 88
4	Boston & Maine,				3,897,102 45
2	Boston & Providence,		4,000,000 00		1,414,708 57
9	Eastern,				
200	Fitchburg,	7,949,980 00	6,687,300 00	6,687,300 00	293,013 18 4,708,053 41
	Total,	\$85,964,980 00	\$69,749,000 00	\$69,670,274 52	\$32,582,570 70
6	Berkshire,	00 000,008	\$600,000 00	\$600,000 00	1 001 0104
111	Boston, Barre & Gardner,	1,503,800 00	872,600 00	872,600 00	2,009,936 26
21 00	B. C., & F., New Bedlord Div.,	2,250,000 00	2,153,300 00	2,153,300 00	764.156 86
+	Connecticut River,		2,100,000 00	2,100,000 00	
0	Duxbury & Cohasset,			890,000 00	
20	Framinoham & Lowell.	1,500,000 00	511.000 00	511.796 89	865 177 05
00	Hanover Branch,	160,000 00		123,950 00	
6	Holyoke & Westfield,	850,000 00		260,000 00	
0	Lowell & Lawrence,	300,000 00		200,000 00	
1	Mansfield & Framingham,			301,580 00	540,919 76
6	Massachnaotta Contral.	6.000,000,000	367,700 00	1.754.676 93	DE 200 985 14

\$26,112 13 112,889 20 451,526 31 183,569 50 585,109 88 2,243,544 45 465,948 36 86,098 50 1,471,767 73 2250,813 88 2250,813 89 2251,727 49 689,750 07 689,730 65 666,283 01 995,768 69	\$48,557,338 65
\$82,525 00 197,864 73 262,000 00 1,678,000 00 1,500,000 00 2,604,400 00 2,604,400 00 2,604,400 00 2,604,400 00 2,604,000 00 2,604,000 00 2,604,000 00 2,600,000 00 259,685 00 809,760 00 2,800,000 00 1750,000 00 39,600 00 1,789,800 00 1,789,800 00 2,078,578 77	\$117,066,798 07
\$80,500 00 205,400 00 262,000 00 1,678,500 00 1,500,000 00 1,500,000 00 2,604,400 00 2,604,400 00 2,400,000 00 2,400,000 00 2,48,700 00 809,500 00 448,700 00 30,000 00 759,000 00 1,789,800 00	\$115,694,900 00
\$250,000 00 \$50,000 00 \$50,000 00 \$1,678,500 00 \$2,000,000 00 \$3,025,000 00 \$0,000 00 \$0,000 00 \$0,000 00 \$0,000 00 \$50,000 00 \$50,0	\$151,407,280 00

Milford & Woonsocket, Monadnock, Nashua, Acton & Boston, Nashua & Lowell, New Haven & Northampton, New York, New Haven & Hartford, Norwich & Worcester, Pittsfield & North Adams, Providence & Worcester, Providence & Worcester, Springfield, Athol & North-Eastern, Stockbridge & Pittsfield, Story Brook, Taunton Branch, Vermont & Massachusetts, Ware River, Ware River, Ware Kiver, West Stockbridge, Ware Kiver, West Stockbridge,	

Branch, Danvers, Hopkinton, Horn Pond Branch, Lancaster, Lee & Hudson, Lee & New Haven, Lowell & Andover, Middlesex Central, Newburyport, Newburyport, City, West Amesbury, Grafton Centre, Martha's Vineyard, Worcester & Shrewsbury. * Ashburnham, Attleboro" 1 Returns made up to February 2, 1874, when the Taunton Branch R. R. consolidated with the New Bedford R. R. Co. NOTE.-No return received from the Lancaster R. R.; figures furnished by the assignees.

Abstract of Railroad Returns-Continued.

				Prs	PERMANENT INVESTMENT.	
Number,	RAILROADS.	12.—Total Stock and Debt.	13.—Earnings applied to Perma- nent Investment.	14Road.		16.—Other Property.
16	Boston & Albany, Boston Hartford & Erio	\$26,856,892 81	\$1,932,680 03	\$23,285,640 37 21,866,800 00	\$4,453,045 78 633,200 00	\$1,050,886 69
00 4	Boston & Lowell, Boston & Maine		1.038,656 78	2,487,456 57 9,308,431 82	358,469 02 1,338,404 21	2,708,860 04
10 0	Boston & Providence,	5,414,708 57	34,883 87			
(o	Fitchburg, Old Colony,		265,987 53 428,453 40	8,818,641 20 9,344,450 75		330,359 51 1,304,630 87
11	Total,	\$102,252,845 22	\$3,917,229 36	\$85,617,116 27	\$10,918,308 47	\$9,604,905 55
9 10	Berkshire, Boston, Barre & Gardner,	\$600,000 00	\$6,000 00	\$600,000 00 1,095,228 96	\$142,459 33	\$6,000 00
11	Boston, Clinton & Fitchburg,	2,882,536 26	13	1,409,432 00	1,255,216 64	190,916 07
13	Cheshire	2,917,456 86	426.179 88	2,362,707 22	326,599 84 241,938 89	125,482 00
15	Duxhury & Cohasset,		1.1	452,377 94	11	11
17	Framingham & Lowell,		- 000 10		182,062 00	1
19	Holvoke & Westfield.	462,139 95	98 94		50 500,00	
20	Lowell & Lawrence,		114,617 47	832,882 84	30,275 28	6.088 48
1 63	Massachusetts Central,		5,135 08		1	- mate

\$1,200 00 470,101 29 736,617 64 75,000 00 649,432 35 813,958 12 6,315 33 326,555 09 125,000 00 73,400 00 2,550 00 2,550 00	\$13,832,874 15
\$24,120 04 194,719 90 794,959 86 187,442 60 2,073,911 42 149,711 57 11,247 43 833,413 35 82,543 39 89,126 34 57,393 98 57,393 98	\$18,293,350 17
\$116,197 10 \$61,398 64 \$61,398 64 \$93,466 51 \$1,778,278 02 \$1,778,222 96 \$1,778,222 96 \$1,878,72 96 \$1,066,407 57 \$1,066,407 57	\$138,843,889 08
47,559 97 75,964 75 104,398 42 37,169 43 69,717 20 737,153 83 737,153 83 2,550 00 93 57 24,099 92 24,099 92 211,627 28 28,248 69	\$5,999,439 07
\$108,637 18 \$10,753 93 713,525 31 983,569 50 2,213,609 88 4,703,644 45 1,965,948 36 1,5,500,000 00 2,690,000 00 3,471,767 78 494,118 88 487,812 49 1,499,510 07 448,700 00 20,000 00 2,456,083 01 2,456,083 01 2,456,083 10	\$165,624,136 72
Milford & Woonsocket, Mashua, Acton & Boston, Nashua & Lowell, New Bedford, New Hadron & Northampton, New York, New Haven & Hartford, Norwich & Worcester, Pitsfield & North Adams, Pitsfield & North Adams, Salem & Lowell, South Shore, Springfield, Athol & North-Eastern, Stockbridge & Pitsfield, Stock Bridge & Pitsfield, Stock Bridge, Ware River, Ware River, Ware River, Worcester & Nashua, Sixteen other roads,	

Abstract prepared from the Railroad Returns-Continued.

Boston & Alb Boston & Lot Boston & Lot Boston & Lot Boston & Pro Eastern, Fitchburg., Fitchburg., Old Colony, Total, Boston, Barr Boston, Barr Boston, Barr Boston, Clint Boston, Clint Boston, Clint Boston, Clint Cheshire. Cheshire. Herminecticut Duxbury & Cheshire. Eal River, M	Boston & Albany, Boston & Lowell, Boston & Lowell, Boston & Providence, Boston & Providence, Fitchburg, Old Colony, Total,		17.—Total. \$28,789,572 84 22,500,000 00 25,554,785 63 11,357,033 75 5,449,592 44 16,106,538 11	\$22,254,339 80 \$22,254,339 80 \$275,861 44 5,554,755 63 8,815,604 10 4,534,060 96 14,192,653 93 4,559,000 71	\$3,015,376 86 393,117 24 566,828 10 1,410,530 85 903,167 11 1,772,376 11 6,44 085 91	20Express.	21Mails.
	& Albany, , Hartford & Erie, & Lowell, & Maine, & Providence, n, nrg,, lony,		20 - 20 12 10 12			11/12/1	
	& Lowell, & Erie, & Lowell, & Maine,						\$131,400 67
	& Lowell,						
	& Maine, & Providence, n, ring, lony,	.,,,,				20,465 47	
	& Providence,	,,,,					
	nrg,					83,512 67	8,078 83
	lony,						41,287 34
	dony, al,						
	al,		11,823,806 81	11,100,126 60	1,456,315 11		41,091 67
			\$106,140,330 29	\$74,286,433 17	\$10,161,796 59	\$562,875 77	\$284,884 95
			\$606,000 00	\$606,000 00	1	, 1	
	, Barre & Gardner,		1,237,688 29			\$4,514 81	\$3,271 85
	, Clinton & Fitchburg,				243,629 93	10,226 98	7,774 53
	E F., New Bedford Division, .		-		234,611 14		5,356 20
					207,450 99	9,564 99	10,240 00
	sticut River,				347,704 43		12,625 47
	ry & Cohasset,				81,374 77	1,288 20	1
	iver, Warren & Providence, .		20		45,493 95	1,008 26	315 00
	gham & Lowell,						1
-	Hanover Branch,		251,839 56		19,544 16		1
-	Holyoke & Westfield,			462,238 89	,	1	1
	& Lawrence,				1	-	
	eld & Framingham,		850,974 80	850,974 80	1	1	1
22 Massachuset	shusetts Central,		2,742,107 15	2,742,107 15	1	1	

\$800 00 5 28 4,069 82 12,929 52 48,592 80 4,977 33 6,114 38 1,000 21 2,000 00 2,329 07	\$412,317 11
\$1,000 00 9,194 63 9,600 00 132,524 99 18,769 75 12,963 76 2,108 74 789 50 4,249 17	\$810,174 35
\$13,379 29 10,424 32 254,661 90 164,534 38 2,41,940 42 400,341 53 74,118 51 38,630 35 27,085 74 38,771 00 180,567 29 16,418 20	\$15,687,774 73
\$116,197 10 49,881 62 581,992 51 746,974 04 2,250,779 31 1,526,772 25 895,622 60 687,674 84 1,42,550 78 4,51,668 69 4,51,250 00 300,093 57 3,307,941 84 1,066,407 57 3,906,00 00 2,109,629 42 2,109,629 42 2,109,629 42 2,109,629 42	\$111,642,551 99
\$86,718 68 693,466 51 1,087,967 92 2,250,779 31 4,634,142 48 2,035,665 56 15,493,184 87 3,427,652 33 481,468 84 626,592 96 1,462,668 69 451,250 00 800,093 57 8,780,504 96 1,066,407 57 3,600 00 2,667,710 29 2,667,710 29 2,667,710 29	\$170,970,113 40
Milford & Woonsocket, Monadnock, Nashua, Acton & Boston, Nashua & Lowell, New Haven & Northampton, New Haven & Northampton, New York, New Haven & Hartford, Norwich & Worcester, Pitzfield & North Adams, Prividence & Worcester, Salem & Lowell, Salem & Lowell, South Shore, Springfield, Athol & North-Eastern, Stockbridge & Pitzfield, Ware River, Ware River, West Stockbridge, West Stockbridge, West Stockbridge, West Stockbridge, West Stockbridge, West Stockbridge, Sixteen other roads, Sixteen other roads,	Total,

* Six of these roads, viz., Horn Pond, Lancaster, Lee & Hudson, Lee & New Haven, and Newburyport, return no income. Nore.—The Grafton Centre R. R. was operated only 41 days, and the Martha's Vineyard only 55 days. 2 For 4 months.

Abstract prepared from the Railroad Returns-Continued.

Boston & Albany, \$5,288,599 21 \$304,941 89 \$39,517 24 \$9,009,821 75 \$654,960 57 \$1,205 36 19 Boston & Albany, \$5,288,599 21 \$304,941 89 \$39,617 24 \$9,009,821 75 \$654,960 57 \$1,205 36 Boston & Lovell, \$5,288,599 21 \$304,941 89 \$22,436 03 \$95,490 37 \$1,205 38 Boston & Lovell, \$2,288,599 21 \$304,941 89 \$2,24,58 03 \$95,40 64 \$1,505 38 Boston & Lovell, \$2,288,599 21 \$304,941 89 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,58 03 \$2,24,				RECEIPTS-Con.	s-Con.		EXPE	Expenses.
Boston & Albany, Boston & Albany, Boston & Albany, Boston & Lovelia, Boston & Lovelia, Boston & Lovelia, Boston & Lovelia, Boston & Massachusetts Central, Massachusett	.190		22Income Freight		24Rents for		Maintenance of W	ay and Buildings.
Boston & Albany,	Mumb		Department.		use of Road or Equipment.	25Total Income.	26Passenger.	27Freight.
Boston, Hartford & Erie, 822,426 53 89,540 64 1345,381 09 92,107 64 10 820,0275 79 887,859 58 10,228 30 89,540 64 1345,381 09 92,107 64 10 820,0275 79 887,859 58 14,549 10.88 1.005 6.00 19.45 1.0054,537 25 15,484 99 10.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.605,000 19.6	-	Boston & Albany		\$ 304 941 89			-	
Boston & Lowell, 699,259 96 10,228 80 89,540 64 1,345,381 09 92,107 64 10	1 67	Boston, Hartford & Erie.		on restanch	-		-	111,205 95
Boston & Maine, 1,054,537 20 367,859 58 2,675,882 63 266,766 28 14	00	Boston & Lowell.						
Boston & Providence,	4	Boston & Maine,						
Eastern, Pitchburg, Pi	9	Pro			1			
Fitchburg,	9			15,484 99	31,305 92			
Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, Total, T	7	Fitchburg,		19,644 50	1			
Total,	00	Old Colony,		96,313 30	1	2,422,377 63		160,041 87
Boston, Barre & Gardner,		Total,	\$10,704,321 21	\$853,213 50	1		\$2,076,146 49	\$2,067,781 20
Boston, Barre & Gardner,	6		1		\$42,000 00			1
B. C. & F., New Bedford Div., 179,563 38 8,839 61 - 665,640 43 34,808 86 59 61 8,65.640 43 34,808 86 59 61 8,65.640 43 34,808 89 61 8,65.640 43 34,808 80 61 8,63.243 25 618,243 25 618,243 25 618,243 25 618,243 25 61,008 29 61,418 32 - 786,275 98 81,000 00 61,009 25 7,000 10 10,093 25 - 77,910 46 7,819 78 14,093 25 - 77,910 46 7,818 04 7,910 46 7,878 04 7,910 46 7,878 04 7,910 46 7,878 04 7,910 46 7,878 04 7,910 46 7,878 04 7,910 46 7,878 04 7,910 46 7,878 04 7,910 46 7,878 04 7,910 46 7,878 04 7,910 46 7,878 04 7,910 46 7,878 04 7,910 46 7,878 04 7,910 46 7,878 04 7,910 46 7,878 04 7,910 46 7,878 04 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 40 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 40 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46 7,910 46	10				1			\$6,732 17
B, C. & F., New Bedford Div., 179,563 38 4,684 30 - 430,362 20 28,501 60 22 Cheshire, 179,563 38 4,684 30 - 430,362 20 28,243 25 43,087 84 59 52,535 00 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10 50,502 10	7		895,149 38	8,859 61	1			
Consentre,	23.0	F., N	179,563 38	4,684 30	1000			
Connecticut River, Connecticut River, Connecticut River, Connecticut River, Connecticut River, Connecticut River, Warren & Providence, 1,093 25	13		513,473 46	2,635 00	9,878 81			10 808,18
Fall River, Warren & Providence, . 1,093 25	14	Connecticut Kilver,		91,418 32	1			09,621 30
Framingham & Lowell & Lawrence,	10	28		1	0			1,022 02
Hanover Branch. Holyoke & Westfield, Lowell & Lawrence, Mansfield & Framingham, Massachusetts Central, - 2,801 22 - 2,801 22 - 2,801 22 - 2,801 22 - 2,801 22	17				89 447 54			1
Holyoke & Westfield,	18		15,675,77		-		1.717 81	1.877 81
Lowell & Lawrence,	19	Holvoke & Westfield.	1	1			-	
Mansfield & Framingham,	20	Lowell & Lawrence,	-	00 9				1
Massachusetts Central, 2,801 22 -	21		1	1			-	t
	22	Massachusetts Central,		2,801 22		2,801 22	1	

\$3,486 58 6,430 28 48,590 92 89,633 65 112,515 08 66,122 29 109,869 86 6,922 10 6,922 10 2,451 20 11,892 81	\$2,834,546 80
\$5,601 40 4,403 30 41,439 94 36,473 37 258,446 49 36,044 41 90,931 69 21,055 23 6,543 59 6,543 59 10,800 91	\$2,836,468 18
\$3,480 00 29,306 75 26,318 58 590,146 54 137,644 38 649,645 33 4,402,074 97 850,494 46 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00 97,000 00	\$827,128 64 \$34,632,483 541 \$2,836,468 18
\$3,480 00 187,644 38 3,561 78 151,500 00 17,500 00 18,300 00 24,000 00 28,518 61 1,873 18 23,778 00 53,904 00	\$827,128 64
\$285 83 29 46 8,059 92 12,049 32 97,534 05 11,880 38 644 92 1,676 91 238 00 65 00 65 00 65 458 52	\$1,123,399 11
\$13,841 63 15,959 52 314,160 27 459,219 65 1,331,527 28 487,272 91 506,771 37 16,628 24 43,740 30 28,112 13 49,929 96 6,150 53	\$15,771,689 60
Milford & Woonsockot, Monadnock. Nashua, Acton & Boston, Nashua & Lowell, New Bedford, New Haven & Northampton, New York, New Haven & Hartford, Norwich & Worcester, Pittsfield & North Adams, Providence & Worcester, Salem & Lowell, Salem & Lowell, Storkbridge & Pittsfield, Yermont & Massachusetts, Ware River, Ware River, West Stockbridge, Ware Stockbridge, Ware Stockbridge, Ware Stockbridge, Ware Stockbridge, Ware Stockbridge, Ware Stockbridge,	Total,

4 From this amount deduct \$333,625.61 for rents received from other roads, and the balance, \$33,998,854.90, is the gross income derived from the public.

Abstract prepared from the Railroad Returns-Continued.

					EXPENSES-Con.			
-	RAILBOADS.	General Traffic.	Traffic.	20 Passonner	31 - Freight	29 Rent naid	39 -Rent naid 33 -Other Ev.	24 Total Pe
Zumb		28Passenger.	29Freight.	Train Expenses.	Train Expenses.	leased Roads.	penses.	penses.
1	Boston & Albany,		\$1,848,425 32			\$64,500 00	1	
	Soston, Hartford & Erie, .	129,046 00			110,847 53	29,766 35	_	
	Boston & Maine	991301 60	215,818 46	315,154 78	209.710 04	11.775 00	14 0c0,c1\$	1,011,051 51
_	Boston & Providence,						1	
-	Eastern,	430,713 05				1	1	1,998,981 63
-	Fitchburg,		260,239 29			27,219 71	1	1,286,685
	Old Colony,	389,884 10	187,038 22	833,108 20	230,283 55		1	1,633,965
	Total,	\$3,099,997 53	\$3,237,270 30	\$2,633,720 31	\$2,757,819 39	\$191,397 48	\$15,050 41	\$16,079,183
-		1					\$7,469 77	\$7,469 77
	Boston, Barre & Gardner, .	75 935 43	\$12,292 76	\$17,081 13	\$20,956 94	85,400 00	1 1	
-	B. C. & F. New Bedford Div.,	62,737 52			61,551 47	137,644 38	3,479 64	422,626
-	Cheshire,	75,820 49		56,510 49	144,090 97	54,000 00	1	642,181
-	Connecticut River,	92,000 00	79,427 82	80,069 71	60 068'88		ı	491,208
-	Cohasset,	9,492 03	1,949 67	12,699 57	8,247 08	1	1	36,810
	Fall River, Warren & Frov-	10.184 73	1	14 793 09		1	,	99 855
-	Framingham & Lowell, .	1	1	1	1	1	3,201 62	8,201
_		2,507 10	2,011 20	4,747 67	3,316 10	1		15,677
_	Holyoke & Westfield,	1	1	1	1	1	958 97	958
	Lowell & Lawrence,	1	1	i	1	1	2,820 16	2,820
21 1	Mansfield & Framingham, .		1	1	1	ı	1,753 15	1,753

Manaachinesta Central, Milliori & Woonnacket, Mulliori & Woonnacket, Nawhina & Lowell, New Hediori, New Hediori, New Hediori, New Hediori, New Loudon Northern, New Loudon Northern, New Loudon Northern, New Loudon Northern, Norwich & Worcester, Salem & North Adams, Physiciance & Worcester, Salem & Lowell, Salem & Morcester, Salem & Lowell, Salem	022,303 H7 39,001 16 514,003 06 1,473 88 472,895 65	2,601,718 88 499,214 02 788,376 78 1,618 07 75,281 84	67,491 64 6,496 64 273 05 84,532 16 119,487 28	843 21 843 21 869,721 60 930 09 14,658 44 \$50,232 71 \$23,222,181 84
a Central, 64,085 41 \$3.812 90 \$3,713 32 \$45.52 76 an & Boston, 5,750 38 \$3.305 70 \$4.655 64 \$5.844 86 owell, 79,487 76 93,204 32 74,900 96 96,969 88 \$1.00 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000	\$028 05 - 1,472 38 4,942 65	1,513 07	6,095 64 278 05	843 21 930 09 \$50,232 71
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a Central, onnawcket, in & Boston, b.750 38 b.396 70 b.750 38 b.396 70 b.79.487 76 b.304 92 b.304 92 b.304 92 b.304 92 b.304 92 b.304 92 b.304 92 b.304 92 b.304 92 b.304 92 b.304 92 b.304 92 b.304 92 b.304 92 b.304 92 b.304 92 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b.304 93 b	\$3.552 76 5.844 86 96,969 88	571,239 34 150,445 35 207,384 20 7,191 63	9,036 55 - 9,703 21 20,245 95	88,992 29 . 976 90 . 44,495,496 86
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a Central, consacket, in & Boston, in & Boston, ivell, Northern, Northern, Northern, Vorcester, corth Adams, t Worcester, corth Adams, t Worcester, corth Adams, t Worcester, inch,	#5.812 90 8,396 70 93,204 32 99,538 50	269,621 46 125,252 12 118,529 38 4,046 71	10,341 67 - 6,255 04 31,646 91	91,084 09 975 32
	\$4,085 41 6,750 38 79,487 76 40,503 79	619,316 48 68,277 11 98,098 54 18,790 23	9,792 55 - 6,491 96 28,742 44	56,468 30 3,845 99 41,486,030 14
######################################	Mazachusetta Millord & Wo- Monudinock, Nashus, Acton Nashus & Low New Bedford, New Haven & New Isadon?	Harford, Norwich & W. Pittsfield & W. Previdence & Salem & Lowe Sauth Shore,	Springfield, A. Eastern, Stockbridge & Stockbridge & Stony Brenk, Taunen Bran Vermont & M.	Warr filver. Worvester & Nachua, Sixteen other roads, Total,

Abstract prepared from the Railroad Returns-Continued.

	41.—Taxes Paid.	47 \$372,935 41	69 35,814	41 97,888	80,018	22 29,090	69 96,435	67 \$815,747 56	59 \$6,781 32	19 1,427	17 15.518	31 20,630	46.089	TONO	-	another .	826	38 826 09 1,027	98 826 09 1,027 56 610	20 20 38 826 09 1,027 610 610 610
SURPLUS.	40.—Total	\$3,559,831	418,791	1,372,589	464,277	556,555	699,124	\$7,298,848	\$293	144 408	98 083	124,472	518,039	40000	43,654	£09,62	d 3,654	d 3,654 d 105,599 d 50,052	d 3,654 d 105,599 d 50,052 87,889	d 3,654 d 105,599 d 50,052 87,889 98
Sul	39This Year.	\$69,145 89						\$791,005 02	d \$61 86	95 869 58			56,417 07		110					
3	38Per Cent.	10.	6.5	8	10.	1 0	7.	5.65	7.	1 - 4	. 1	5.	10.	1			1	11	11.9	11,1
DIVIDENDS	37Amount.	\$1,986,410 00	208,000 00		400,000 00	00 000 000		\$3,935,262 00	\$35,218 68	8 600 00	00 00040	105,000 00	200,000 00	1			1	11	7,428 00	7,428 00
	36.—Interest Paid.		136,064 30			16 575 41		\$1,894,531 72		\$21,610 31		40.782.82	38,649 94	8,406 09						1,710 52 61,601 80 2,817 50 14,000 00
	ззNet Income.		334,329 58				788,411 89	\$6,620,798 74		197 010 50			295,067 01							
	RAILROADS.	Boston & Albany,	Boston & Lowell,	Boston & Maine,	Boston & Providence,	Eastern,	Old Colony,	Total,		Boston, Barre & Gardner,	BOSIOH, CHIROLI & FIREHDUIS,	Cheshire.	Connecticut River	Duxbury & Cohasset,	The same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the sa	9r, W	arren &	arren & Lowell.	*	arren & Lowell, h,
	Number,		24 00	4	0	9 0	- 00		6	10	10	9 00	14	15		16	16	16	17 118	118 118

\$608 62 263 02 263 02 263 02 22,050 63 27,915 95 21,835 07 198,682 92 47,009 38 38,493 02 1,641 13 688 93 4,876 24 18,255 12 18,255 12	\$1,338,626 52
\$5,135 08 7,559 97 1,559 97 1864 75 417,695 20 187,869 28 69,717 20 1,790,083 74 798,816 80 69,925 98 4150 04 147,622 97 4 36,241 38 2,587 66 8,578 92 84,578 92 77,847 92 1,043 33 285,455 31 285,455 31	\$11,697,499 32
#2,801 22	\$923,558 57
111198888 55554	6.11
\$72,000 00 123,280 00 73,800 00 73,800 00 239,780 00 27,000 00 200,0) 00 2,483 00 18,750 00 18,750 00 17,882 00 174,825 00 18,516 00	\$6,988,170 85
\$1,960 00 9,410 24 4,623 71 9,995 46 12,899 05 150,574 01 12,899 49 119,105 08 27,466 67 80,000 00 13,614 00 16,800 50 70,714 57 66 59 	\$2,791,572 28
2,501 22 2,551 05 7,104 38 715,42 88 186,319 85 1,797,861 59 351,280 44 27,000 00 204,695 64 19,269 28 19,269 28 19,269 28 19,269 345 48 26,551 36 18,091 95 16,665 71 18,091 95 16,665 71 18,091 95 16,665 71 18,091 95 16,665 71 16,665 71	\$10,703,301 70
Massachusetts Central, Millord & Woonsocket, Nashua, Acton & Boston, Nashua & Lowell, New Bedford, New London Northern, New York, New Haven & Hartford, Norwich & Worcester, Pittsfield & North Adams, Providence & Worcester, South Shore, South Shore, Springfield, Athol & North- Eastern, Stockbridge & Pittsfield, Stockbridge & Pittsfield, Yermont & Massachusetts, Ware River, Ware River, Ware Stockbridge, Ware Stockbridge, Ware Stockbridge, Ware Kiver, West Stockbridge,	Total,

2 Total Surplus not known.

NOTE.—The amounts prefixed by a d are deficits, and are deducted from the total footing.

1 Six per cent, on guaranteed stock only, 600 shares.

Abstract prepared from the Railroad Returns-Continued.

		42Per cent		MILE	MILES RUN.		PASSENGE	PASSENGER MILEAGE.
Number.	RAILROADS.	of Net In- come to Per- manent In- vestment.	43.—Passen- ger Trains.	44.—Freight Trains.	45.—Other Trains.	46Total.	47Whole.	48.—To and from other Roads
	Boston & Albany,	8.33	1,378,018	8,606,159	85,613	5,069,790	122,063,286	48,450,225
Boston, H	fartford & Erie,	.75	429,775	200,484	28,955	659,214	18,382,302	6,442,785
_	Boston & Maine	6.02	940,676	139,201	61 499	1 494 698	75.061.175	6.034.091
	Providence.	8.54	517.315	269,523	2.630	789,468	38.625.149	9,674.52
-		6.14	1,199,955	631,979	473,474	2,305,408	85,730,313	9,286,16
-		7.93	481,179	423,596	18,104	922,879	29,804,024	5,830,239
-		. 6.67	913,714	408,471	65,194	1,377,379	63,673,026	14,533,332
Total,		6.24	6,287,421	6,418,104	715,462	13,420,987	459,975,051	105,460,810
Berkshire, .		. 5.80	40,110	36,037	2,496	78,643	658,543	449,630
Boston, Barre	arre & Gardner,	1.80	69,556	29,883	7,000	106,439	1,754,158	467,551
-	inton & Fitchburg,	. 5.10	233,501	289,524	3,600	526,625	9,648,900	5,060,500
12 Chochino	" New Deglord Div., .	000	142,044	156 549	10 519	618 149	6,204,000	4 908 7 av
	ut River.	10.99	197.223	133,119	24.113	354.455	12,189,908	4,033,837
-	& Cohasset.	79"	30,516	6.742	319	87,577	963,074	869,855
-		4.53	13,146	1	1	13,146	706,248	1
17 Framingham	& Lowell, .	2.20	1	1	1	1	-	1
		. 7.76	20,791	i	1	20,791	721,872	944,000
	& Westfield,	. 8.26	1	î	1	1	ŧ	i
20 Lowell &	Lowell & Lawrence,	5.25	1	•	1	1	i	1
	& Framingham,	5.63		i	1	1	1	1
Magandungatta	antie Control	10	-		-	9		9

278,575 2,340,511 1,265,720 1,612,314 48,638,212 1,824,725 1,942,985 3,115,234 115,239 742,960 530,318	186,710,081
334,482 695,711 12,191,435 5,528,193 4,172,002 123,895,231 6,410,103 15,191,135 3,333,729 1,115,009 1,115,009 1,378,000 1,378,000 1,378,000 1,546,224 46,380 5,693,820 394,480	681,875,870
21,596 58,343 391,835 399,400 406,069 1,964,169 393,553 528,960 62,916 62,916 58,550 58,550 58,550	20,247,549
25,849 2,849 2,849 2,849 2,849	1,061,731
	9,298,817
20,096 39,913 191,790 200,331 220,924 1,277,243 167,903 167,903 231,210 46,383 62,080 44,366 21,125 34,156	9,887,001
2.19 6.35 6.39 6.08 8.32 8.32 8.08 8.08 6.08 6.08 6.03 6.03 6.03 6.41	6.27
Milford & Woonsocket, Mondock, Nashna, Acton & Boston, Nashna & Lowell, New Bedford, New Loddon Northern, New York, New Haven & Hartford, Norwich & Worcester, Pitsfield & North Adams, Providence & Worcester, Pitsfield & North Adams, Providence & Worcester, Salem & Lowell, South Shore, Springfield, Athol & North-Eastern, Stockbridge & Pittsfield, Stock Brook, Taunton Brunch (4 mos), Vermont & Massachusetts (3 mos.), Ware River, West Stockbridge, Worcester & Nashna, Sixteen other roads,¹.	Total,

¹ Only four of these roads (Ashburnham, Grafton Centre, Martha's Vineyard, and Worcester & Shrewsbury) are operated by the company owning them.
* Mileage on the Hanover Branch proper:—Passenger, 312,512. Pass mileage to and from, 192,360. Freight mileage, 60,120. Freight mileage to and from, 61,520.

Abstract prepared from the Railroad Returns-Continued.

		FRKIGHT	FREIGHT MILEAGE.	,	1	Passengers.		
Zumber.	RAILBOADS.	49Whole.	50.—To and from other Roads.	51.—Number Carried.	52.—Coming from other States.	53.—Going to other States.	54.—Travel- ling within this State only.	55.—Season Ticket.
□01834466 ≥ 8	Boston & Albany. Boston, Harford & Erie, Boston & Lowell, Boston & Maine, Eastern. Fitchburg,	290,672,369 9,357,000 16,214,253 22,880,630 19,113,618 37,086,618 21,548,190 18,250,612	195,894,122 5,569,675 - 43,825 11,296,099 18,012,840 12,772,785 4,681,039	5,889,382 1,774,710 2,1106,576 4,749,785 3,486,280 6,019,990 2,296,089 4,375,316	96,607 95,129 107,659 276,181 316,635 165,817 6,048 91,595	108,076 84,929 105,586 248,166 286,153 1236,15 79,471	5,684,699 1,567,406 1,893,330 3,815,792 2,883,492 6,283,571 4,194,809	1,817,011 839,139 85, 777 773,703 651,806 1,682,626 224,817 4 4 1,72
c	Total,	435,123,598	248,270,385	30,638,128	1,155,671	1,042,628	27,546,603	5,726,051
25100 25100 25100 25100 25100 25100	Boston, Barre & Gardner, Boston, Enron & Fitchburg, B., C. & F., New Bedford Div., Cheshire, Connecticut River, Duxbury & Cohasset, Fall River, Warren & Providence, Framingham & Lowell, Hanover Branch, Holyoke & Westfield, Lowell & Lawrence, Mansfield & Framingham, Massachusetts Central,	1,020,000	10,560,080 253,361 22,788,117 6,969,282 83,480 	113,220 472,600 489,548 177,646 11,121,005 118,496 121,893 - 78,148	53,060 34,370 18,436	46,287 84,265 73,457	113,220 472,600 472,600 489,548 25,088 1,052,370 118,496 - - 78,148	7,436 96,583 19,579 1,408 91,821 1,682 1,408

22	Milford & Woonsocket,		•	1	,	-	-	1
72	Monadnock,	121,643	1	17,600	,	ı	17,600	1
25	Nashua, Acton & Boston.	810,502	615,168	52,767	24,230	17,232	11,305	1
26	Nashua & Lowell,	7,284,665	. 1	946,432	48,369	47,437	850,627	159,482
27	New Bedford.		ı		1	. ,	1	ı
88	New Haven & Northampton,	12,779,119	5,517,081	372,928	15,801	17,109	152,756	ı
53	New London Northern.	9,778,189	7,022,127	280,252	1		1	,
8	New York, New Haven & Hartford,	86,092,340	1,486,066	3,926,019	267,154	255,250	29,312	403,735
3	Norwich & Worcester,	11,333,095	5,329,951	872,295	44,458	47,938	95,653	150
33	Pittsfield & North Adams,		1	,	. 1		,	ı
8	Providence & Worcester,	15,237,902	6,280,327	1,715,636	130,865	137,220	326,515	108,116
3	Salem & Lowell.			1,		1	1	,
3	South Shore.	215.832	212,839	549,671	1	1	549.671	84,553
ş	Springfield, Athol & North-Eastern.	1.040,149	412,430	85,698	1	1	85.698	5.352
87	Stockbridge & Pittsfield,	1,473,272	1,042,800	109,920	11,987	9,013	88,920	1
85	Stony Brook.		1	1	. 1	۱ ۱		ı
8	Taunton Branch (4 mos.).	1	ı	94,810	1	,	94.810	4.255
9	Vermont & Massachusetts (3 mos.),	753,432	602,086	75,610	ı	1	1	٠ 1
41			,	. 1	ı	1	1	1
42	West Stockbridge,	354.576	354,576	15.460	6.920	8.531	ı	1
43	Worcester & Nashua,	9,766,901	8,196,191	359,416	39,139	34,385	285,902	34,400
44	Sixteen other roads,	24,570	1	182,044	1	. 1	137,044	٠,
	Total,	597,085,805	329,280,805	42,480,494	1,908,272	1,795,346	82,612,732	6,752,540
1								

[Jan.

Abstract prepared from the Railroad Returns-Continued.

					FRK	FRKIGHT.		
Number.	RAILROADS.		56.—Tons Carried.	57.—From other States.	58.—To other States.	59.—Within this State only.	60.—Frem Boston.	61.—To Boston.
_	Boston & Albany,	•	2,668,403	1,447,735	201,510	858,870	864,155	855,467
37	Boston, Hartford & Erie,		362,513	78,310	62,284	217,284	107,686	57,160
က	Boston & Lowell,		578,608	188,798	100,589	289,221	201,896	191,401
4	Boston & Maine,	•	552,922	120,452	87,278	305,327	275,876	157,004
2	Boston & Providence,		738,668	257,330	203,815	277,523	185,584	170,449
9	Eastern,	•	669,420	195,305	114,719	284,978	210,420	.211,926
-	Fitchburg,	•	962,796	3,628	4,524	943,687	184,218	362,540
œ	Old Colony,		633,727	14,979	9,919	608,829	65,997	26,244
	Total,		7,170,057	2,306,537	784,638	8,785,719	1,595,832	2,032,191
6	Berkshire,		165,815	ı	ı	165,815	ı	ı
10	Boston, Barre & Gardner,		44,890	1	1	44,890	1	1
11	Boston, Clinton & Fitchburg, .		454,137	ı	ı	454,137	1	ı
12	B, C. & F. New Bedford Div.,		276,274	1	,	276,274	ı	ı
13	Cheshire,	•	425,418	1	1	,	1	1
#	Connecticut River,	•	827,893	57,849	4,132	265,912	1	1
15	Duxbury & Cohasset,	•	8,211	. 1	٠,	8,211	1	1
16	Fall River, Warren & Providence, .			ı	1	1	1	1
11	Framingham & Lowell,	•	, _	1	1	,	1	'
18	Hanover Branch,	•	17,280	ı	1	17,280	ı	1
19	Holyoke & Westfield,		1	1	1		ı	1
2	Lowell & Lawrence,	•	1	ı	•	1	ı	•
51	Mansfield & Framingham,		'	1	,	ı	•	ı
55	Massachusetts Central,		ı·	- -	•	•	ŧ	1

200	Milford & Woonsocket,						•	,
•	Monadunoek,		7.428	1 1	ı	1,	ı	١ ١
£	Nashua, Acton & Boaton,		36.841	13.615	F 678	7,428		1
98	Nashua & Lowell.	•	259,954	85.277	43.913	130.764	90.729	86.994
22	New Bedford.	•	1	. 1	1		1	. 1
- α	New Haven & Northampton.	•	277.874	106,333	74,682	27,655	,	1
2	New London Northern.	•	191,941	84,925	19,448	86,88	,	•
8	New York, New Haven & Hartford.	•	815,379	201,268	202,938	404,201	ı	•
8	Norwich & Worcester,	•	299,810	90,658	76,191	16,943	ı	•
6	Pittsfield & North Adams.	•	1	1	1	,	1	•
88	Providence & Worcester,	•	506,383	154,918	108,382	84,034	1	•
7	Salem & Lowell.	•	1	1		ı	1	
5	South Shore.	•	35,928	1	1	82,928	,	ı
8	Springfield, Athol & North-Eastern.	•	47,707	1	1	47,707	1	1
22	Slockbridge & Pittsfield, .	•	83,488	1	1	83,488	1	,
90	Stony Brook	•	1	1	1		,	1
68	Taunton Branch,	•	65,490	1	ı	65,490	1	1
3	Vermont & Massachusetts,	•	84,419	1	1	. 1	1	1
1.4	Ware River.	•	1	1	1	1	1	•
3	West Stockbridge.	•	118,192	1	1	118,192	1	•
3	Worcester & Nashua,	•	835,818	146,134	100,816	88,863	1	1
2	Sixteen other roads,1	•	8,190	1	1	8,190	ı	1
	Total,		12,014,812	8,197,509	1,420,808	6,123,903	1,686,561	2,118,185

¹ Only one of these roads (Ashburnham) carries any freight.

Abstract prepared from the Railroad Returns-Continued.

					Pı	PERMANENT WAT.					
		RAILS	RAILS, MILES.	TRIE	TRLEGRAPH.			BRIDGES.			
	RAILBOADS.				G.S.—Offices	100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Per 100 Pe			Нюн	HIGHWAY.	
		68.—Steel.	63.—Lon.	64.—Miles of, owned.	in Company's Stations.	Span and upwards.	67.—Iron.	68. – Wood.	69.—18 feet above Track.	70Less than 18 feet above Track.	
&	Boston & Albany.	301.223	288.407	ı	55	108	9	12	22	20	
Ř	Boston, Hartford & Erie.	ı	170.468	1	14	48	4	64	7	48	
Bo	Boston & Lowell,	099.9	83.840	1	œ	10	-	6	63	. 41	
B	Boston & Maine,	61.596	167.494	29.	36	63	29	88	4	20	
Bo	Boston & Providence,	61.	67.540	1	14	16	2	4	4	88	
Z,	Eastern,	89	120.922	157.790	4,	S င	17	55	2	26	
Ĭŏ	Fitchburg,	4. 26.810	180.530 310 240	150.950	2 88 88	. 85 186	1 (117	16	95 54	
	Total,	529.289	1,389.441	337.740	256	315	89	404	63	342	
Bei	Berkshire		24.	ı	,	7	,	2	,	ı	
Bo	Boston, Barre & Gardner,	ı	39.400	1	ı	တ	∞	. 1	တ	1	
Bo	Boston, Clinton & Fitchburg, .	1	55.562	20.	22	64	ı	03	03	9	
Ä,	B., C. & F., New Bedford Div.,	ı	1	1	1	,	1	1	ı	•	
S	Cheshire,	6	57.340	ı	13	16	1	16	~	1	
Ŝ	Connecticut River,	39.667	62.483	1	12	21	-	10	۵	ı	
Da	Duxbury & Cohasset,	ı	22.070	17.500	4	67	1	2	1	ı	
Ξ	I River, Warren & Providence,	,	£62.9	ı	-	တ	1	တ	63	1	
Ξ:	Framingham & Lowell,	ı	29.460	26.120	1 •	4	1	16	84	ı	
Ha	Hanover Branch,	ı	11.078	1		ı	•	,	10	1 1	
5	Holyoke & Westneid,	1	11.0/0	-	1	•	•	1	- •	•	

\$ 1	459
	125
81 - 99 - 46 - 99 - 99 - 99 - 99 - 99 - 99	818
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25.210 11.550 49.	544.120
14.690 25.950 16.500 22.080 36.350 36.350 112.070 57.990 78.500 78.500 78.500 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 19.110 1	2,817.181
29.500 252.020 1.500 21.	883.912
Lowell & Lawrence, Mansfield & Framingham, Massachusetts Central, Milford & Woonsocket, Monadnock. Nashua, Acton & Boston, Nashua, Acton & Boston, New Bedford, New Haven & Northampton, New London Northern, New York, N. Haven & Harford, Norwich & Worcester, Pitsfield & North Adams, Providence & Worcester, Pitsfield & North Adams, Providence & Worcester, Salem & Lowell, Salem & Lowell, South Shore, Springfield, Athol & No-Eastern, Stockbridge & Pitsfield, Stony Brook, Taunton Branch, Vermont & Massachusetts, Ware River. West Stockbridge, Worcester & Nashua, Sixteen other roads,	Total,
828888888888888888888444444	

1 Including the Troy & Greenfield, 44.712 miles. The Lancaster, Lee & Hudson, and Lee & New Haven report nothing in connection with this table.

Abstract prepared from the Railroad Returns-Continued.

8	Lowell & Lawrence.	12	6	64	1	12	1	ı	1
20	Mansfield & Framingham,	88		-		55	4	1	•
33	Massachusetts Central,	ı	i	1	1	1	1	1	1
23	Milford & Woonsocket,	1 C	ı	1	1	\$		ı	ı
54	Monadnock.	16	,	,	,	16	ı	ı	ı
22	Nashua, Acton & Boston,	25	ဧာ	67	87	23	-	H	1
56	Nashua & Lowell,	6	-	ı	2	87	63	ı	1
27	New Bedford,	22	40	7	24	53	81	ı	ı
8	New Haven & Northampton,	137	19	9	တ	134	4	1	ı
53	opuor	91	4	4	7	68	4	ı	1
S	New York, New Haven & Hartford,	213	51	18	53	184	ဘ	ı	•
8	Norwich & Worcester,	19	4	9	6	52	4	1	1
35	Pittsfield & North Adams,	17	1	,	1	17	1	1	1
83	Providence & Worcester,	54	23	9	21	83		1	87
34	Salem & Lowell,	19	တ	ı	1	19	1	,	•
35	South Shore,	25	4	23	,	25	,	ı	
36	Springfield, Athol & North-Eastern,	46	-	-	-	45	_		,
37	Stockbridge & Pittsfield,	24	67	တ	1	54	1	,	1
88	Stony Brook,	14	,	1	တ	11	ı	ı	-
39	Taunton Branch,	1	,	ı	1	,	1	ı	1
40	Vermont & Massachusetts,	22	11	13	တ	72	, es	1	ı
41	Ware River,	51	-	ç	ı	51	cv	ı	•
42	West Stockbridge,	4	,	1	ı	4	1	,	•
43	Worcester & Nashua,	25	9	∞	15	40	2	ı	ı
4	Sixteen other roads,	88	6	11	2	81	-	61	1
	Total,	2,660	989	245	526	2,131	43	11	111

Abstract prepared from the Railroad Returns-Continued.

				Вогтім	Волли Втоск.		
	R A I I RO A D B.	rocon	LOCOMOTIVES.	PASSENG	PASSENGER CARS.		•
Number.		79.—Number owned.	80.—With Train Brakes.	81.—Number owned.	52.—With Train Brakes.	82.—Mall and Baggage Cars.	84. —Freight Cars.
_	Boston & Albany,	239	44	190	166	54	4,816
67	Boston, Hartford & Erie,	ස	-	33	21	20	350
အ	Boston & Lowell,	41	18	51	51	19	282
4	Boston & Maine.	69	27	153	91	1	1,256
5	Boston & Providence.	42	18	71	71	11	203
9	Eastern.	95	9	143	143	98	1,123
7	Fitchburg.	54	27	69	69	20	1,011
œ	Old Colony,	1 9	24	137	103	25	964
	Total,	634	219	853	402	185	10,607
6	Berkshire.	ı	•	i	ı	ı	,
10	Boston, Barre & Gardner,	9	1	9		87	11
=	Boston, Clinton & Fitchburg,	23	2	8	20	13	282
12	B, C. & F., New Bedford Div.,	17	1	33	œ	19	242
13	Cheshire,	80	1	22	20	10	414
14	Connecticut River,	18	11	22	22	12	326
15		ı		1	1	•	1
16	Fall River, Warren & Providence,	1	1	1	1	1	,
17	Framingham & Lowell,	1	·	1	•	ı	•
18		7	1	4	,	2	18
19	Holyoke & Westfield,	ı		1	1	,	1
8	Lowell & Lawrence,	1	1	1	1	•	1
21	Mansfield & Framingham,	ı	' _	1	<u>'</u>	ļ	·

옭	Massachusetts Central,		·	•	,		1	1
æ	Millord & Woonsocket	•	1	1	•	,	1	t
77	Monadnock,	•	67	1		,		4
2	Nashua, Acton & Boston,	•	•	•	2	67	4	8
8	Nashua & Lowell,	•	19	œ	23	23	6	263
23	New Bedford.	•	1	1	,	1	1	i
88	New Haven & Northampton,		20	201	17	17	11	. 428
53	New I	•	21		15	,	∞	264
೫	New York, New Haven & Hartford,	•	68	99	171	171	29	1,204
8	Norwich & Worcester,	•	21	_	15	4	2	523
82	Pittsfield & North Adams,	•	•	1	,	1	ı	1
88	Providence & Wor	•	68	•	41	1	1	202
#	Sal	•	,	,	,	'	,	,
જ		•	8	•	12	,	83	11
8	Springfield, Athol & North-Eastern,	•	4	1	4	ı	64	18
37	0 2	•	1	1	1	1	,	,
æ	Ston		•	,	1	1	1	1
88	_	•	1	1	1	1	1	1
4	_		1		1	1	1	1
7	_	•	,	ı	1	.•	1	1
42	West Stockbridge.		,	ı	1	1	1	1
43	_		21	-	8	တ	2	368
#	Sixteen other roads,1	•	•9	1	. 7	1	ı	S
	Total,	•	696	313	1,294	997	353	16,148
			•					

1 Of these roads, the Ashburnham, Grafton Centre, Martha's Vinoyard and Worcester & Shrewsbury only own rolling stock.
2 Including four dummy engines.

Abstract prepared from the Railroad Returns-Continued.

		8TA1	STATIONS.	Втоски	Втоскноговка.		
Хатрет.	BAILBOADS.	95.—Whole Number.	ee.—In Massa- chusetts.	87.—Whole Number.	86.—In Massa- chusetts.	89.—Amount of Stock held in Massachusetts.	89.—Amount of 90.—Number of 810ck held in Persons Massachusetts. Employed.
-	Boston & Albany,	102	8	5,377	4,876	\$17,431,200	5,542
24	Boston, Hartford & Erie,	85	69	•	1	1	750
ဢ	Boston & Lowell,	52	25	1,040	883	2,840,500	797
4	Boston & Maine,	43	42	4,146	2,336	4,705,300	1,551
2	Boston & Providence.	. 43	68	1,588	1,226	3,235,200	775
9	Eastern.	128	75	8,020	2,346	4.224,700	2,172
2	Fitchburg,	22	72	2,337	1,950	3,381,400	1,050
∞	Old Colony,	114	109	8,881	8,608	6,091,500	1,006
	Total,	675	536	21,389	17,224	\$41,909,800	18,643
6	Berkshire.	ı	1	226	120	\$386,500	1
10	rre & Gardn	14	14	245	240	860,764	81
11	Boston, Clinton & Fitchburg,	37	87	486	48 0	870,000	446
12	B. C. & F., New Bedford Div.,	8	8	1	1		356
13	Cheshire,	83	7	202	517	1,812,800	461
14	Connecticut River.	19	19	795	615	1,650,100	404
15	Duxbury & Cohasset,	14	14	2	9	390,000	1
16	Fall River, Warren & Providence,	87	67	50	11	78,600	22
17	Framingham & Lowell,	,	ı	202	197	205,300	1
18	꿑	4	4	124	122	123,100	1
19	Holyoke & Westfield,	63	63	15	14	240,000	'
ន			,	45	88	141,300	1
21	Mansfield & Framingham,	1	1	173	165	292,100	,

1	1	25	20	358	ı	00	200	2,294	330	1	615	1	45	150	1	1	1	1	1	1	560	20	20,523
1 \$2,988,700	71,700	134,300	122,800	416,800	1,607,400	219,200	197,500	1,798,800	1,901,200	442,000	874,700	189,300	259,555	807,560	281,600	284,900	1	2,663,500	731,500	38,950	1,577,200	1,378,670	\$68,248,199
420	35	18	28	247	617	25	25	324	490	68	282	\$	56	165	155	229	1	844	92	21	810	099	25,486
456	45	83	162	929	949	841 •	273	2,725	200	96 	741	88	27	168	216	246		1,031	94	24	926	685	34,640
,	,	-	4	13	ı	10	16	တ	ı	,	18	,	10	17	1	ı	1	,	1	67	12	∞	769
	ı	4	2	21	ı	24	39	88	1	1	27	1	10	17	ı	1	,	1	1	63	14	30	1,074
-	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
•	•	•	•	•	.•	•	•	•	•	•	•	•	•	•	•	•	•	•	ė	•	•	•	. [
•	•	•	•	•	•	•	•	rtford	•	•	•	•	•	stern	•	•	•	•	•	•	•	•	•
•	•	٠	•	•	•	ton.	•	k Ha	•	•	•	•	•	th-Ea	•	•	•		•	•	•	•	
Massachusetts Central, .	Milford & Woonsocket,	Monadnock,	Nashua, Acton & Boston,	Nashua & Lowell,	New Bedford,	New Haven & Northampt	New London Northern,	New York, New Haven &	Norwich & Worcester, .	Pittsfield & North Adams,	Providence & Worcester,	Salem & Lowell,	South Shore,	Springfield, Athol & Nort	Stockbridge & Pittsfield,	Stony Brook,	Taunton Branch,	Vermont & Massachusetts	Ware River.	West Stockbridge,	Worcester & Nashua,	Sixteen other roads,	Total,
82	23	57	25	56	27	28	53	30	31	32	83	8	33	36	37	æ	89	40	41	42	43	#	

Abstract prepared from the Railroad Returns—Concluded.

				91.—CA	91.—Casualties.		
.190	RAILROADS.	FROM CAUSES BETONI CONTROL	FROM CAUSES BRYOND THEIR OWN CONTROL.	FROM THE	IR OWN MISCONDUCT OR CARELESSMESS.	TOTAL	AL.
Mum		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
-	Roston & Albony	1	1	44	1	77	1
- 01	Boston, Hartford & Erie.		1 2	 	1 01	‡ 9	-14
က	Boston & Lowell,		1	30	4	· x o	5
4	Boston & Maine,	ı	ı	14	6	14	6
2	$\mathbf{P}_{\mathbf{r}_0}$	ı	1	o	-	o	-
9	Eastern,	ı	4	9	80	9	24
2	Fitchburg,	1	တ	<u>.</u>	16	6	19
œ	Old Colony,	ı	1	11	Ġ	1	જ
	Total,	1	16	106	33	107	80
6	Berkshire,	ı	ı	1		1	ı
10	Boston, Barre & Gardner,	ı	1	ı	1		1
11	Boston, Clinton & Fitchburg,	1	1	64	က	63	တ
12	B., C. & F., New Bedford Div.,	-	13	63	ı	က	13
133	Cheshire,	1	ı		1	-	1
14	Connecticut River,	1	ı	တ	1	တ	1
15	Duxbury & Cohasset,	1	1	•		1	ļ
16		1	1	. 1	1	ı	1
17	Framingham & Lowell,		1	1	ı	1	,
18		1	1	1	1	. 1	1
19	Holyoke and Westfield,	ı	ı	ı	1	ı	1
8	Lowell & Lawrence.	1	ı	63	ı	81	1
21	Mansfield & Framingham,	-	1		1	ı	1

woonsocket,	22	Massachusetts Central,	•	•	-	,	1	•		,	,
Monadnock,	23	Milford & Woonsocket,	٠	•	•		1	1	1	ı	,
Nashua, Acton & Boston, Nashua & Lowell, New Bedford, New Haven & Northampton, New Ilaven & Northern, New York, New Haven & Hartford, Norwich & Worcester, Pittsfield & North Adams, Providence & Worcester, Salem & Lowell, South Shore, Springfield, Athol & North-Eastern, Story Brook, Yermont & Massachusetts, Vermont & Massachusetts, Wast Skockbridge, Wast Skockbridge, Wast Skockbridge, Wast Skockbridge, Worcester & Nashua, Sixteen other roads,	5 7	Monadnock,	•	•	•	•	•	1	1	ı	1
Nashua & Lowell, New Bedford, New Haven & Northampton, New London Northern, New London Northern, Norwich & Worcester, Pittsfield & North Adams, Providence & Worcester, Salem & Lowell, South Shore, Springfield, Athol & North-Eastern, Stockbridge & Pittsfield, Yermont & Massachusetts, West Stockbridge, Worcester & Nashua, Sixteen other roads,	25	Nashua, Acton & Boston,	•	•	•	1	•	,	ı	1	1
New Bedford, New Haven & Northampton, New London Northern, New York, New Hartford, Norwich & Worcester, Pittsfield & North Adams, Providence & Worcester, Salem & Lowell, South Shore, Springfield, Athol & North-Eastern, Story Brook, Vermont & Massachusetts, Vermont & Massachusetts, West Stockbridge, Ware River, West Stockbridge, Worcester & Nashua, Sixteen other roads,	56	Nashua & Lowell,	•	•	•	-	1	•	83	-	8
New Haven & Northampton,	27	New Bedford,	•	•	-	,	ı	•	1	•	•
New London Northern, New York, New Haven & Hartford, Norwich & Worcester, Pittsfield & North Adams, Providence & Worcester, Salem & Lowell, South Shore, Springfield, Athol & North-Eastern, Stockbridge & Pittsfield, Stockbridge & Pittsfield, Yermont & Massachusetts, Ware River, West Stockbridge, Worcester & Nashua, Sixteen other roads,	88	New Haven & Northampton, .	•	•	•	67	ı	67	i	4	,
New York, New Haven & Hartford,	29	New London Northern.	•	•	•	ı	1	1	i	1	1
Norwich & Worcester, Pittsfield & North Adams, Providence & Worcester, Salem & Lowell, South Shore, Springfield, Athol & North-Eastern, Stockbridge & Pittsfield, Stony Brook, Taunton Branch, Vermont & Massachusetts, West Stockbridge, Worcester & Nashua, Sixteen other roads,	ဆ	New York, New Haven & Harti	ford,	•	•	က	1	67	1	9	1
Pittsfield & North Adams, Providence & Worcester, Salem & Lowell, Salem & Lowell, Springfield, Athol & North-Eastern, Story Brook, Vermont & Massachusetts, Vermont & Massachusetts, Ware River, West Stockbridge, Worcester & Nashua, Sixteen other roads,	31	Norwich & Worcester.	٠.	•	•	ı	1	1	က	1	တ
Providence & Worcester,	35	Pittsfield & North Adams.	•	•	•	•	1	1	1	•	•
Salem & Lowell,	83	Providence & Worcester.	•	•	•	,	1	_	4	-	*
South Shore,	84	Salem & Lowell,	•	•	•	,	,	-	,	1	i
Springfield, Athol & North-Eastern,	35	South Shore.	•	•	•	1	,	ı	-	1	-
Stockbridge & Pittsfield,	86	Springfield, Athol & North-East	tern,	•	•	1	1	,	,	ı	•
Stony Brook,	87	25	٠.	•	•	,	1	ı	1	,	ı
Taunton Branch,	æ	Stony Brook,	•	•	•	•	ı	1	•	ı	ı
Vermont & Massachusetts,	39	Taunton Branch.	•	•	-	ı	1	,	1	1	1
Ware River,	9	Vermont & Massachusetts, .	•	•	•	1	1	1	•	1	ı
West Stockbridge,	41	Ware River.	•	•	•	ı	•	,	ı	,	1
Worcester & Nashua,	42	West Stockbridge,	•	•	•	1	ı	- 1	ı	ı	ı
Sixteen other roads,	43	Worcester & Nashua,	٠	•	•	1	•	9	1	2	•
	44	Sixteen other roads,	•	•	•	i	ı	ı	1	ı	ı
777 07 0		Total,	•	•	•	<u>α</u>	28	127	78	136	106
						-					

Summary taken from the Returns of 1873 and 1874.

	1878.	1874.	Gain.	Loss.
	Miles.	Miles.	Mîles.	Miles.
Total length of railr'ds and branches,	2,864.927	2,418.461	53.534	-
Total length of railroads in Massa- chusetts,	1,734.955	1,782.519	47.564	_
Double track in Massachusetts, .	436.068	440.114	4.046	_
out of Massachusetts,	170.660 443 987	185.920 476.893	15.260 82.906	-
out of Massachusetts,	170.950	179.705	8.755	_
Total length, computed as a single track,	8,586.592	8,701.093	114.501	
track,	8,000.092	8,701.083	114.501	
Capital stock paid in,	\$115,406,888 54	\$117,066,798 07	\$1,659,914 53	-
Net debt,	36,606,894 70	48,557,838 65	11,950,443 95	. -
Total stock and debt	152,013,778 24	165,624,186 72	13,610,358 48	-
vestments,*	6,977,186 24	5,999,439 07	-	\$977,747 17
Cost of roads,	128,181,510 69 17,861,859 47	138,843,889 08 18,293,350 17	10,662,378 39 431,490 70	-
equipment,	11,566,450 17	13,832,874 15	2,286,423 98	_
Total amount of permanent invest- ments.	157,609,820 33	170,970,118 40	13,860,298 07	
Proportion of permanent investments		1	' '	_
for Massachusetts,	99,485,251 09	111,642,551 92	12,157,300 83	
Receipts from passengers,	\$15,282,401 03	\$15,687,774 73	\$405,373 70	_
express,	803,901 44	810,174 85	6,272 91	-
mails,	296,582 37	412,317 11	115,734 74	
department,	\$16,382,884 84	\$16,910,266 19	\$527,381 35	i -
Total receipts from freight de-	16,927,594 19	15,771,689 60	_	\$1,155,904 59
Miscellancous receipts,	983,250 71	1,123,399 11	140,148 40	\$1,100,504 05
Receipts as rent for use of roads, &c.,	636,797 68	827,128 64	190,330 96	_
Gross income,	\$34,93 0,527 42	\$34,632,483 54	-	\$298,043 88
•				
Expenses-				1
Maintenance of way and buildings, chargeable to passenger dept.,	\$3,210,273 51	\$2,836,468 18	_	\$373,805 83
Chargeable to freight department, .	3,383,904 88	2,834,546 80	_	549,358 08
General traffic passenger dept., .	4,872,799 98	4,486,050 14	-	386,749 84
General traffic freight dept.,	5,895,304 19	4,527,425 38	A000 074 TO	1,367,878 81
Passenger trains,	3,468,872 61 4,156,467 81	4,107,227 31 4,495,496 86	\$638,354 70 339,029 05	-
Rent, paid leased roads.	340,849 91	691.734 46	250,884 55	_
Other expenses,	84,215 85	50,232 71	-	33,983 14
Total expenses,	\$25,412,688 74	\$23,929,181 84		\$1,483,506 90
		<u> </u>		
Not Income	40 517 000 00	A10 F00 001 F0	43 305 400 00	
Net income,	\$9,517,838 68 1,846,783 16	\$10,703,301 70 2,791,572 28	\$1,185,463 02 944,789 12	_
Dividends,	7,230,456 02	6,988,170 85	777,100 12	\$242,285 17
Surplus for the year,	440,599 50	923,558 57	482,959 07	-
Total surplus,	11,109,635 89	11,697,499 32	587,863 43	-
Taxes,	1,266,167 99	1,338,626 52	72,458 53	1

^{*} This is the excess of permanent investment over stock and debt.

Summary of Returns for 1873 and 1874—Continued.

	1878.	1874.	Gain.	Loss.
•	Miles.	Miles.	Miles.	Miles.
Miles run by passenger trains,	9,212,257	9,887,001	674,744	_
freight trains,	9.684.612	9,298,817	-	385,795
other trains,	1,164,748	1,061,731	-	103,017
Total miles run by trains,	20,061,617	20,247,549	185,982	-
Total passenger mileage, Total passenger mileage to and from	658,207,465	681,875,870	23,668,405	-
other roads,	194,647,972	186,710,081	-	7,937,891
Total freight mileage,	615,7 69,3 00	597,085,805	-	18,683,495
other roads,	355,433,861	329,280,805	-	26,153,056
Passengers carried,	42,398,001	42,480,494	82,493	-
Passengers carried coming from other states.	1,999,240	1,903,272	1 _	95,968
Passengers carried going to other	1,000,020	1,500,212	1 -	30,500
states.	1,992,145	1,795,346	1 -	196,799
Passengers travelling within this state	2,000,200		1	
only,	32,721,605	32,612,732	-	108,873
Passengers, season ticket,	6,655,443	6,752,540	97,097	-
Tons of freight carried,	12,431,188	12,014,812	-	416,376
from other states, .	8,603,603	8,197,509	-	406,094
to other states,	1,779,203	1,420,808	-	358,395
within this state only,	6,057,015	6,123,903	66,888	I
from Boston,	1,901,747	1,686,561	-	215,186
to Boston,	2,375,342	2,118,185	-	257,157

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TABULATED COMPARATIVE RESULTS

OF THE

CONDITION AND OPERATION

OF THE SEVERAL

RAILROAD CORPORATIONS OF THE STATE.

COMPILED FROM REPORTS.

[FOR CONTENTS OF TABLES, SEE PAGE 86.]

17

Tabulated Comparative Results of Railroad Corporations.

				EAF	EARNINGS AND EXPENSES PER TRAIN MILE.	SES PER TRAIN M	ILK.	
.190	RAILROADS.		PA	PASSENGER DEPARTMENT.	ENT.	ı	FREIGHT DEPARTMENT.	Ŧ.
Zum X			92.—Receipts.		93Expenses. 94Net Income.	95.—Receipts.	96Expenses.	96Expenses. 97Net Income.
1	Boston & Albany,	•	♣2.454	\$1.824	\$0.630	\$1.431	\$1.093	\$0.338
וכ	Boston, Hartford & Eric,	•	1.032	.848	.184	1.957	1.537	.420
n	Boston & Lowell,	•	1.397	.935	7462	1.570	1 210	.360
7	Boston & Maine,	•	1.581	1.035	.546	1.694	1.183	.511
·O	Boston & Providence,	•	1.826	1.282	.544	2.619	2.087	.532
9	Eastern,	•	1.572	1.088	.484	.954	.628	.326
!~	Fitchburg.	•	1.448	1.111	.337	2.110	1.641	.469
∞	Old Colony,	•	1.722	1.156	999.	1.623	1.245	.378
	Average,	•	\$1.751	\$1.242	\$0.509	\$1.500	\$1.130	\$0.370
6	Cheshire.	•	\$1.599	\$1.234	\$0.365	\$1.079	\$0.867	80 212
10	Connecticut River,	•	1.893	1.283	.610	2.045	1.515	.530
11	New Haven & Northampton,	•	.893	729.	.266	2.416	1.711	302
13	New York, New Haven & Hartford, .	•	2.395	1.293	1.102	1.938	1.388	.550
13	Norwich & Worcester,	•	1 582	786.	.645	2.159	1.515	,644
14	Providence & Worcester,	•	71x I	1.240	₹29.	1.702	1.463	.239
15	Springfield, Athol & North-Eastern, .	•	299.	.415	.252	1.223	.735	.487
16	Worcester & Nashua,	•	1.800	1.249	.551	1.432	1.060	.872
	Average,	•	\$1.990	\$1.175	\$0.815	\$1.738	\$1.296	\$0.442
	Average 16 roads,	•	\$1.817	\$1.224	\$0.593	\$1.558	\$ 1.170	\$0.388

1 Miles run by other trains not included in Freight Department in the Return.

Tubuluted Comparative Results-Continued.

			Arock, Dane 43	REACE. DERY AND COST BER MITE OF BOAR OWNER.	Roan owner	
			e read trans		MOAD OF SEC.	
.19	RAILBOADS.	STOOR			101 Sinck and	
Zamp		98.—Authorized by Charter.	90.—Pald in.	100 Debt.	Debt.	108Road.
-	Boston & Albany,	\$109,462 00	\$79,574 17	\$28,012 63		\$93,280 62
C 1	Boston, Hartford & Erie,					
တ					124,870 59	
7	Boston &]					
9						
9	Eastern,	70,432 09	42,357 57	82,842 84	125,200 41	92,303 391
2	_					
∞						35,260 75
	Average,	\$ 70,683 49	\$57,285 40	\$25,668 71	\$82,954 11	\$69,721 11
6	Cheshire.	841.961 95		\$14.251 84	\$54.409.86	844,063 92
10	Connecticut River,	42,435 09	87,600 72	2,829 78	40,430 45	41,482 53
11	New Haver	50,499 95		22,659 77		
12				•		
13	Norwich &					
14	Providence			88,140 46		-
15	Springfield	618	16,696 08	14,221 65		
16	Worcester & Nashua,					44,871 16
	Average,	\$61,704 98	\$53,005 98	\$10,954 70	\$63,960 68	\$51,539 92
	Average 16 roads,	\$67,870 15	\$55,944 49	\$21,058 22	\$77,002 71	\$64,034 22
		_	_			

1 Computed on cost of construction of road actually owned by Eastern Raliroad.

Tubulated Comparative Results-Continued.

			STOCK, DER	STOCK, DEBT, &cCon.	INCOME	INCOME AND EXPENSE PER MILE OF ROAD OPERATED	MILE OF ROAD OF	ERATED.
.19	RAILROADS.		COST	cost—Con.	105.—Gross	EXPENSE	NSE.	106.—Net In-
Mumb			103.—Equip- ment.	104.—Total Investment.	Іпсоше.	106Mainten- ance of Way.	167Total.	соше.
	Boston & Albany,							
\$1	Boston, Hartford & Erie,	•						
က	Boston & Lowell,		8,3%5 24		16,209 41			
4	Boston & Maine.	•					8,208 96	
2	Boston & Providence.	•	3,318 40	87,193 48	25,506 34	6,161 49	18,511 62	6,994 72
9		•						
١~	Fitchburg,	•			10,306 76			
20	Old Colony,	•						2,975 02
	Average,	•	\$8,977 42	\$87,272 89	\$15,106 86	\$2,757 79	\$10,700 71	\$1,406 15
G	Cheshire,		\$6,091 01				\$7,287 57	
10	Connecticut River,	•	4,3:31 94	48,061 24	14,078 35	2,700 47	_	5,283 20
	New Haven & Northampton,.	•						
	New York, New Haven & Hartford,				28,715 43			
	Norwich & Worcester,	•	2,254 69	51,621 27				5,290 87
	Providence & Worcester,							
15	Springfield, Athol & North-Eastern,	•		30,158 12				
16	Worcester & Nashua,	•	8,516 81	58,387 18			8,076 64	8,739 87
	Average,	•	\$8,769 80	\$69,520 48	\$14,363 81	\$1,899 71	\$9,361 76	\$5,002 05
	Average 16 roads,	•	\$8,912 37	\$80,581 98	\$14,888 09	\$2,505 15	\$10,306 49	\$4,581 60
_		!		=	_			

Tubulated Comparative Results-Continued.

li T			INCOME AND E	INCOME AND EXPRISE PER TOTAL TRAIN MILE.	TRAIN MILE.	Exp	EXPRESS PER TRAIN MICE.	iren.
						*	MAINTENANCE OF WAY.	<u> </u>
.19	RAILROADS.		100Gross	110Total	111Net		Repairs.	
dan X			Income.	Expense.	Income.	118.—Rond.	113Bridges.	II4.—Build- ings, &c.
-	Boston & Albany.	•	\$1.777	\$1.304	\$0.478	\$0.171	\$0.028	\$0.022
8	Boston, Hartford & Eric.	•	1.388	1.133	.255	.261	.043	.011
8	Boston & Lowell,	•	1.642	1.159	.383	.102	.011	.037
4	Boston & Maine,	•	1 878	1.093	.785	.145	.023	970.
Ģ	Boston & Providence,	•	2.148	1 559	689	.157	090	860.
9	Eastern,	•	1.296	298.	.429	.102	.010	.019
-	Fitchburg,	•	1.786	1.894	.392	.239	.022	.083
30	Old Colony,	•	1.758	1.185	.573	203	.017	.050
	Average,	•	\$1.691	\$1.198	\$0.498	\$0.163	\$0.023	\$0.036
6	Cheshire.	•	\$1.219	\$1.039	\$0.180	960.09	\$0.017	\$0.033
2	Connecticut River.	•	2.218	1.386	.832	.217	800.	.067
Ξ	New Haven & Northampton,	•	1.627	1.184	.443	.258	.020	.038
12	New York, New Haven & Hartford, .	•	2 241	1.326	916.	.091	.015	980.
13	Norwich & Worcester,	•	2.162	1.269	808.	.157	.019	.047
14	Providence & Worcester,	•	1.778	1.386	.387	.212	.041	2+0"
15	Springfield, Athol & North-Eastern, .	•	.887	1289.	908.	.183	•	900.
18	Worcester & Nushua, .	•	1.642	1.122	2520	.113	800.	.052
	Average,	•	\$1.922	\$1.258	€99.0	\$0.187	\$0.017	\$0.040
	Average 16 roads,	•	\$ 1.751	\$1 212	\$0.539	\$0.157	\$0.021	\$0.037

Evidently an error in the Return; the expense reported, per train mile, being less than one-half the average of other roads.

Per freight train mile.

* Per passenger train mile.

Tabulated Comparative Results-Continued.

			Exe	EXPENSES PER TRAIN MILE-Con.	6-Con.	
		MAINTENANCE OF WAY-Con.	DE WAY-Con.		TRAPPIC EXPENSES.	
.00	RAILBOADS.				Repairs, including new.	2
nank		115.—New Rails.	116Total.	117Locomotives.	117Locomotives. and Baggac Cars. 119Freight Cars.	119Freight Cars.
1	Boston & Albany,	\$0.115	\$0.831	\$0.118	\$0.118	\$0 111
21	Boston, Hartford & Erie,	.020	.335	.075	0.42	990
55	Boston & Lowell,	080	230	.053	101	260.
*	Boston & Maine,	720.	165	.067	.074	.062
10	Boston & Providence,	507	.519	.105	920.	.118
9	Eastern,	()5()	101.	.059	105	010
	Fitchburg,	290	.411	620	.100	.171
200	Old Colony,	.088	.358	.065	601.	101
_	Average,	\$0.087	\$0 309	\$0.087	\$0.101	\$60.098
-	Cheshire,	\$0.081	\$0.227	\$0 113	80.222	960 08
10	Connecticut River,	.144	.426	.072	.128	760
	New Haven & Northampton,	1	.316	950	740.	820
01	New York, New Haven & Hartford, .	740.	.189	660	.194	060
**	Norwich & Worcester,	.037	.260	.083	.062	171.
11	Providence & Worcester,	620.	379	.075	180.	.175
	Springfield, Athol & North-Eastern, .	1	.138	.020	.020	200.
-	Worcester & Nashua,	060	.263	890.	.121	.130
	Average,	\$0.060	\$0.254	\$0.087	\$0.149	\$0.112
	Average 16 roads,	\$0.080	\$0.295	\$0.087	\$0.114	\$0.101

† Per freight tráin mile.

Tabulated Comparative Results—Continued.

					ExPEN	EXPRESES PER TRAIN MILE—Con	-Con.	
					F	TRAFFIC KAPINSKS-Con.	u.	
· 42	RAILROADS.			Salaries, Wages, &c.	/ages, &c.		100 HO	
dan M				120.—Passenger Department.	191Freight Department.	188.—Fuel.	Waste.	184:-Total.
-	Boston & Albany,	•	•	€0.295	\$0.196	\$0.207	\$0.019	₩0.961
Ø	Boston, Hartford & Erie,	•	•	.227	.395	.151	010	.758
ဢ	Boston & Lowell,	•	•	.217	.443	.153	.024	9+8.
4	Boston & Maine,	•	•	.254	.369	.165	.017	.795
2	Boston & Providence,	•	•	849	869.	.162	.017	1.040
9	Eastern,	•	•	.422	.247	.171	.013	.716
2	Fitchburg,	•	•	.263	986.	.179	.014	.958
∞	Old Colony,	•	•	.256	.382	.152	.014	.828
	Average,	•	•	\$0.300	\$0.280	\$0.180	\$0.016	\$0.874
6	Choshire	•	•	\$0.172	\$0.204	\$0.195	\$0.017	\$0.724
10	Connecticut River,	•	•	.264	.466	.163	.015	.960
1	New Haven & Northampton,	•	•	202	909:	.149	.025	.827
15	New York, New Haven & Hartford, .	•	•	.407	.682	.145	.018	1.187
13	Norwich & Worcester,	•	•	.242	.485	.151	.014	1.109
14	Providence & Worcester,	•	•	.889	.520	.153	.022	986:
15	Springfield, Athol & North-Eastern, .	•	•	.128	.235	.125	.018	¥68:
97	Worcester & Nashua,	•	•	808	.272	.172	.010	980
	Average,	•	•	\$0.834	\$0.475	\$0.156	\$0.018	\$0.980
	Average 16 roads,	•	•	\$0.309	\$0.327	\$0.174	\$0.016	\$0.901
			١					

* Per passenger train mile.

Tubulated Comparative Results-Continued.

-					AVERAGE RATE	AVERAGE RATES OF FARES AND FREIGHT PER MILE.	IGHT PER MILE.	
						PASSENGERS.		
Матре				125.—Season Tickets.	126.—Trip and Passage Tickets.	187.—Average rate for all passengers.	187.—Average rate 188.—To and from for all passengers.	129.—Average dis- tance travelled.
,								
-	Boston & Albany,		•	\$ 0.0102	\$ 0.0261	\$ 0.0247	0.0252	20.73
07	Boston, Hartford & Erie,		•	.0100	.0247	.0209	.0255	10.36
က	Boston & Lowell.		•	9600	.0269	.0230	.0196	12.88
4	Boston & Maine.		•	.0081	7220.	.0188	.0245	15.80
5	Boston & Providence.	•	•	.0110	.0280	.0230	.0220	11.08
9			•	.0087	.0235	.0200	.0158	14.24
2	Fitchburg			.0100	.0251	0219	.0225	13.12
œ	Old Colony.		•	0800	.0260	.0220	.0220	14.65
	Average,	•		•		\$.0221	,	15.01
6	Cheshire,		•	₹.0217	€.0330	\$.0298	\$.0306	33.60
10	Connecticut River,	•		0800	.0286	.0285	.0310	10.87
11	New Haven & Northampton, .	•		•	.0297	.0297	.0297	14.82
13	12 New York, New Haven & Hartford,			.0085	.0257	.0230	.0250	31.36
13	Norwich & Worcester,	•		0600.	.0350	.0325	.0375	17.22
14	Providence & Worcester,	•		* 200.	.0280	.0264	.0314	8.85
15	Springfield, Athol & North-Eastern,		•	00:10:	.0320	.0320	.0290	13.48
16	Worcester & Nashua,	•	•	8600	.0311	.0317	.0814	15.84
	Average,	•		 	1	\$.0253		21.65
	Average 16 roads,	•		ı	ı	\$.0230	ı	16.41

Tabulated Comparative Results-Continued.

		AVERAGE RATES O	AVERAGE RATES OF PARES AND PREIGHTS PER MILE.—Con.	S PER MILE.—Con.	DEAD WEIGHT HAULED ONE MILE.	ULED ONE MILE.
.1	RAILEOADA		FREIGHT, TOMB.		TONS TO KACH	EACH.
Mambe		180.—Local.	181To and from other roads.	181.—To and from 188.—Average dis- other roads. tance carried.	123Passenger.	184.—Tons of freight.
-	Boston & Albany.	\$0.0262	\$0.0142	108.93	1.761	2.630
0	Boston, Hartford & Erie.	0++0	.0420	25.81	2,806	8,514
တ	Boston & Lowell,	.0350	.0277	28.02	2,501	6,149
*	Boston & Maine,	.0285	.0240	41.38	1,629	4,727
•	Buston & Providence,	00400	.0290	25.87	2,017	3,596
9	Eastern,	.0365	.0185	22.40	2,023	8,740
~	Fitchburg,	8290.	.0278	22.31	1,806	8,425
00	Old Colony,	.0420	.0864	28.80	1,711	8,313
	Average,	1	ı	69.09	1,861	8,032
6	Choshire,	\$0.0520	\$0.0187	55.81	2,464	2,736
9	Connecticut River,	0070	.0830	24.49	1,621	8,499
11	Haver	.0344	.0344	45.99	4,498	8,247
12	New York, New Haven & Hartford,	.0370	.0230	44.26	1,495	3,174
13	Norwich & Worcester,	0770	.0233	37.80	2,541	4,334
=	Providence & Worcester,	.0333	.0280	80.10	1,826	4,862
16	Springfield, Athol & North-Eastern,	.0860	.0278	21.80	4,454	8,943
16	Worcester & Nashua,	.0307	.0286	29.08	2,650	4,808
	Average,		1	38.80	1,527	3,556
	Average 16 roads,	ı	ı	54.18	1,695	3,168
	•					

Tubuluted Comparative Results-Continued.

_					,	AVERAGE MILES RUN.		AVERAGE PER TRAIN MILE.	TRAIN MILE.
Number.	BAILROADS.				123.—Locomotives.	126.—Passenger Cart.	187.—Freight Cars.	126.—Passengers carried.	139.—Tons of Freight carried.
-	Boston & Alliany				91 919	49 516	18 798	68	160
	Boston Hartford & Erie			•	91.978	55,099	11.11		7.7
00	Boston & Lowell.				21.972	58.593	18.967	÷	9
4	Boston & Maine.				20.648	36,885	989.6		
5	Boston & Providence.		•	•	18.797	43.717	15,180	75.	71.
ဗ	Eastern,	•		•	24,267	58,738	21,656	71.	59.
2	Fitchburg,		•	•	17,070	29,568	066,9	61.	51.
œ	Old Colony,	•		•	21,521	29,679	8,177	70.	45.
	Average,	•	•	•	21,169	42,088	14,128	73.	8.9
6	Cheshire,				20,605	29,063	18,779	43.	52.
13	Connecticut River,		•	•	19,692	27,611	11,093	62.	90.
11	New Haven & Northampton, .	•		•	19,970	49,254	8,882	26.	77.
15	New York, New Haven & Hartford,	•	•	•	55,069	44,816	13,122	97.	74.
13	Norwich & Worcester,		•	•	18,741	89,177	9,492	88	53.
14	Providence & Worcester,	•		•	18,240	22,557	989.6	.99	56.
15	Springfield, Athol & North-Eastern,	•		•	24,470	31,040	19,889	18	8 5.
16	Worcester & Nashua,			•	15,656	32,569	11,970	. 53	45.
	Average,	•		•	20,195	31,942	10,952	73.	59.
	Average 16 roads,	•		•	20,908	86,799	12,909	73.	.99
				-					

Tubulated Comparative Results-Continued.

				CARRIED ONE MILE	CARBIND ONE MILK PER CAROWIND BY		PKR CKNT. OF-	
.1:	BAILBOADS.			-				
Mambe				140Passengers.	141.—Freight tons.	Stock and Debt.	145.—Expense to Income.	144.—Net income to Stock and Debt.
-	Boston & Albany,	•	•	642,438	60,355	33.54	72,67	8.89
8	Boston, Hartford & Erie,	•	•	471,341	26,754	4.07	78.37	36 .
ဘ	Boston & Lowell,	•	•	532,074	27,546	25.20	69 71	6.25
4	Boston & Maine,	•	•	490,596	18,217	25 93	57.78	10.83
4	P ro	•	٠	544,016	38,075	81.33	72.57	8.59
9	Eastern,	•	:	599,513	33,025	18.51	16:99	6.12
~	Fitchburg,	•	•	424,696	21,314	38 39	76.41	8.42
30	Old Colony,	•	•	464,767	18,932	21.26	67.45	6.95
	Average,	•	•	539,214	41,022	22.20	69.92	6.47
6	Cheshire,	•	•	271,281	56,830	25.82	78,09	3.81
2		•	•	487,596	24,628	34.82	62.47	18.07
Ξ		•	•	325,188	29,834	13.81	70.27	3.75
12		•	•	724,584	29,976	28.40	69.17	11.60
13	≽ ﴿	•	•	427,340	21,669	31.61	58.70	13.06
#:	Providence & Worcester,	•	•	370,515	21,553	27.02	77.00	5.92
9	Springheld, Athol & North-Eastern,	•	•	278,752	92,786	08.9	59 97	1.96
91	Worcester & Nashua,	•	•	284,691	26,540	21.98	68.35	6.96
•	Average,	•	•	558,703	29,504	25.37	64.21	8.84
	Average 16 roads,	•	•	544,492	87,872	28.02	68.30	2.08
i				_	-	-		_

• , · • .

TABULATED STATEMENT,

COMPILED PROM

STREET RAILWAY RETURNS.

[FOR CONTENTS OF TABLES, SEE PAGE 90.]

Abstract of Returns of Street Railway Companies.

		l						
-					Debt.		COST.	÷.
Zamber	STREET RAILWAYS.		145.—Capital Stock paid in.	146.—Funded.	147.—Unfunded.	148.—Total.	149.—Road.	150.—Equipment.
1	Allany Street Freight,	•	\$75,000 00	1	,	t	49,066 29	\$ 221 41
83	Arlington,1	•	13,600 00	ı	1	ı	13,600 00	
တ	Boston & Chelsea,	•	110,000 00	1	1	1	110,000 00	ı
4	Boston & West Roxbury,1 .	•	41,000 00	ı	١,	1	56,133 27	ı
2	Cambridge,1.	•	800,500 00	\$150,000 00	ı	\$150,000 00	800,500 00	1
9	Highland,	•	200,000 00	74,000 00	\$159,217 49	288,217 49	160,397 09	271,690 29
7	Lowell,	•	93,100 00	1	4,500 00	4,500 00	64,155 61	83,153 22
œ	Lynn & Boston,	•	200,000 00	36,500 00	57,609 29	94,109 29	181,960 11	109,336 00
6	Lynn City,*	•	12,375 00	1	8,713 84	8,713 84	12,898 29	8,180 75
10	Malden & Melrose,	•	165,500 00	15,000 00	1	15,000 00	60,246 48	1
11	Medford & Charlestown,1 .	•	21,000 00	1	1	1	21,414 30	ı
13	Merrimack Valley,	•	20,000 00	ı	1.	1	87,784 71	42,604 94
13	Metropolitan,	•	1,500,000 00	187,000 00	884,195 99	1,071,195 99	742,485 47	1,188,628 57
14	Middlesex,	•	400,000 00	226,000 00	235,517 88	461,517 88	401,369 98	264,592 50
15	New Bedford & Fairhaven,.	•	20,000 00	1	29,230 56	29,230 56	52,593 35	28,236 60
16	Newburyport & Amesbury,	•	37,250 00	1	9,784 42	9,784 42	45,753 84	1
17	17 Northampton,	-	20,000 00		7,976 20	7,976 20	46,150 00	8,975 00

18	18 North Woburn?		. \$21,000 00	00 000'8	00 00 2 €	00 005,84	\$28,310 00	\$1,312 37
19	19 Salem,	•	. 150,000 00	35,900 00	1,800 00	37,700 00	179,569 52	24,000 00
50	Somerville,		00 000,86 ·	1	ı	ı	00 000'86	1
21	South Boston, .		450,000 00	1	1	ı	180,536 42	269,463 58
55	Springfield,		20,000 00	1	22,375 84	22,375 84	57,515 74	35,843 91
23		•	33,000 00	1	1	1	33,000 00	6,744 44
54	Taunton,		40,000 00	1	00 000'6	00 000'6	27,687 75	30,170 02
25			356,800 00	17,500 00	250,882 61	268,382 61	ı	516,633 33
56	Union Freight,1 .	•	300,000 00	1	5,021 95	5,021 95	253,778 27	1
27	Waltham & Newton,1		30,000 00	ı	14,586 31	14,586 31	87,493 41	8,216 55
88	Winnisimmet, .		20,000 00	1	1	1	52,500 00	•
29	Winthrop,	•	. 100,000 00	45,000 00	7,658 87	52,658 87	112,024 35	13,025 07
8	Worcester,	•	40,000 00	33,000 00	37,274 66	70,274 66	60,665 49	42,490 07
	Total,		. \$5,538,125 00	\$827,900 00	\$1,745,845 91	\$2,573,745 91	\$3,977,589 74	\$2,901,518 62

2 Only in operation five days.

1 Leased Roads.

* Operated nine months (by the Company).

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Abstract of Returns of Street Railway Companies.—Continued.

					5	Cost.	153 Length	A B	155 Number	
Number.	STREET RAILWAYS.	Y8.			151.—Railway and Branches Purchased.	152Total.	ing Branches, Sidings, efc., owned.	I54.—Miles Run.	of Passengers carried.	156.—Number of Round Trips.
-	Albany Street Freight, .	•			1	\$49,287 70	1,004	á	n)	•
63	Arlington,			•	1	13,600 00	1.576	ı	j	1
9	Boston & Chelsea,1	ŕ		•	T	110,000 00	5.822	1	1)
4	Boston & West Roxbury,1 .				1	56,133 27	1.307	1	1	1
2	Cambridge,1	•	•	•	1	800,500 00	29.312	q	ı	1
9	Highland,		•		i	432,087 38	6.500	968'089	3,831,429	91,446
2	Lowell,		İ		1.	97,308 83	4.874	105,435	503,330	13,578
00	Lynn & Boston,	•			1	291,296 11	12.620	489,877	2,262,982	89,845
6	Lynn City,2				1	21,079 04	1.228	1	ı	1
10	Malden & Melrose,1	•	•		Î	60,246 48	3.500	i)	i
=	Medford & Charlestown,1 .	*	•		\$12,000 00	33,414 30	3.457	i	1	1
12	Merrimack Valley,		•		1	80,389 65	5.303	210,210	502,420	21,021
13	Metropolitan,	•	•	,	390,558 65	2,621,672 69	49.240	2,916,042	20,560,250	514,788
14	Middlesex,	•			18,918 19	684,880 67	15.971	557,350	4,488,170	108,192
15	New Bedford & Fairbaven,		•		1	80,829 95	9.819	87,809	408,990	27,271
16	Newburyport & Amesbury,			*	£	46,853 84	6.371	75,102	315,981	8,410
17	Northampton	1		1	î	50,125 00	3,200	19.606	57.715	3.063

20	18 North Woburn,3 .	٠	•	•	•	•	1	\$32,622 37	2.690	14,902	49,418	2,551
19	Salem,1	•	•	•	•	•	ı	207,197 52	7.728	272,713	1,290,727	80,675
20	Somerville,1	•	•	•	•	•	ı	98,000 00	4.027	1	,	ı
21	South Boston,	•	•	•	•	•	ı	450,000 00	8.310	809,846	6,106,751	184,738
22	Springfield,.	•	•	•	•	•	ì	93,359 65	4.530	102,293	388,513	22,077
23	Stoneham,1 .	•	•	•	•	•	ı	45,969 44	2.538	40,000	179,550	8,000
24	Taunton,	•	•		•	•	ı	57,857 77	4.318	88,876	845,134	15,203
25	Union,	•	•	•	•	•	1	516,633 33	1	1,317,932	8,208,644	179,395
56	Union Freight,1 .	•	•	•	•	•	ı	253,778 27	4.273	1	1	
27	Waltham & Newton,	'n,1	•	•	•	•	ı	45,709 96	3.268	21,120	50,451	3,300
28	Winnisimmet.	•	.•		•	•	•	52,500 00	3.370	ı	1	ı
59	Winthrop,	•	•	•	•	•		125,049 42	5.823	83,130	81,134	2,649
8	Worcester,	•	•	•	•	•	1	103,155 56	4.380	145,221	427,390	18,714
	Total,	•	•	•	•	•	\$421,476 84	\$7,608,538 20	210.359	7,938,360	50,058,979	1,294,416
	1 Leased reads				"	Only	s Only in operation five days.	days.	8 Operate	od nine months (1	Operated nine months (by the Company).	

Abstract of Returns of Street Railway Companies - Continued.

				157.—Rate of	·			1	161.—Income	168.—Expendi-
Namber.	STREET BAILWAYS.	T 8.		Speed, including Stops. Miles, per hour.		156.—Gross Income.	180Expense of 160Net In- Operating. come.	166.—Net In-	Expended in Construction, etc.	tures charged to Capital Account.
-	Albany Street Freight, .					\$5,237 76	\$4,188 46	\$1,099 30	1	
81	Arlington,1.			<u> </u>		816 00	1	816 00	,	ı
တ	Boston & Chelsea,1	•	•	.'	.	8,800 00	1,844 28	7,455 77	ı	1
4	Boston & West Roxbury,1.	•		' 		ı	,	•	\$16,138 27	ı
2	Cambridge,1		•	<u>'</u>		75,045 00		75,045 00	ı	ı
9	Highland,			9		195,067 52	162,011 80	33,056 22		\$64,154 05
2	Lowell,					29,316 89	29,078 90	242 99	. 1	12,717 26
00	Lynn & Boston,		٠.	9		168,905 84	154,586 44	14,318 90	•	2,062 52
6	Lynn City,*			•		162 09	110 00	62 09	1	1
10	Malden & Melrose,1	•	٠	·		1		1	١.	1.
11	Medford & Charlestown,1 .			·		800 00	00 0%	780 00	12,414 90	ı
12	Merrimack Valley,	•		•		36,062 72	88,491 92	2,570 80	30,389 65	•
13	Metropolitan,		•	. 5 to 6	9	1,093,888 11	943,086 18-	150,801 93	50,476 70	250,064 04
14	Middlesex,			•	-	252,794 77	189,501 18	63,293 59	ı	17,751 69
15	New Bedford & Fairhaven,	•	•	4		24,193 85	22,220 49	1,972 86	1,599 39	6,561 84
16	Newburyport & Amesbury,	•				1,850 82	664 38	686 44	1	6,447 22
17	17 Northampton,			क		6,811 78	7,481 21	d 669 43°	•	125 00

[Jan.

						:						
\$ 425,522 65	\$176,067 87	\$ 465,221 24	\$2,428,803 59	\$2,894,024 83	Av., 5}	•		•	•		1,	Total, .
160 00	4	3,284 61	28,194 16	81,478 77	9	•	•	•	•	•	ır,	Worcester,
12,187 81	1	888 12	8,222 62	8,610 74	₫	•	•	•	•	•	•	29 Winthrop, .
1	2,500 00	2,086 02	513 98	2,600 00	•	•	•	•	•	•	amet,	8 Winnisimmet
2,464 86	1,128 65	817 42	•	817 42	₹"	•	•	•	•	ı,	Waltham & Newton,	7 Waltham
t	,	886 87	15,974 14	16,359 51	•	•	•	•	•	•	eight,¹.	26 Union Freight,
44,598 69	ı	48,831 00	501,896 74	550,727 74	ತ್	•	•	•	•	•	•	26 Union,
•	8,867 77	1,834 69	23,280 33	26,115 02	9	•	•	•	•	•		24 Taunton,
1	9,969 44	2,019 96	177 98	2,197 91	9	•	•	•	•	•		Stoneham,
6,778 88	20,988 81	4,695 45	23,273 11	27,968 56	10	•	•	•	•	•	ld,	2 Springfield,
•	ſ	43,643 29	274,598 96	818,242 25	10	•	•	•	•	•	ston, .	21 South Boston,
ı	4	2,880 00	•	2,880 00	•	•	•	•	•	•	le,¹ .	80 Somerville,
1	19,497 52	188 48	11 52	150 00	*	•	•	•	•	•		9 Salem,
\$ 423 85	\$8,122 37	\$194 37	\$4,930 89	\$5,124 76	5 9	•	•	•	•	•	oburn,	8 North Woburn,

² Leased roads.
⁴ The amounts prefixed with a d are deficits, and are deducted from the total footing.

Operated nine months by the Company.

Abstract of Returns of Street Railway Companies—Continued.

			DIVIDENDS.	ENDS.		SURPLUS	LUS.
Number.	STREET BALLWAYS.		163.—Amount.	164Per Cent.	365.—Interest Paid.	166.—This Year.	167Total.
1	Albany Street Freight,		1	1	ı	\$1,099 30	\$4, 180 16
2	Arlington, 1	•	\$816 00	6	ı	1	1
အ	Boston & Chelsea, 1	•	7,590 00	6.81	ı	d 184 28	d 132 554
4	Boston & West Roxbury,1	•	1	ı	ı	ì	15,007 25
2	Cambridge,	•	72,045 00	6	,	3,000 00	ı
9	Highland,	•	17,024 00	6	\$14,730 61	1,301 61	20,476 84
7	Lowell,	•	i		828 50	₫ 85 514	291 86
90	Lynn & Boston,		1	1	5,629 32	8,689 58	2,922 61
6	Lynn City,*	•	1	ı	ı	52 09	52 09
10	Malden & Melrose,1	•	1	ı	ı	ı	d 120,253 52*
11	Medford & Charlestown,1	•	,	١	ı	780 00	15,537 17
12	Merrimack Valley,	•	٠	ı	127 50	2,443 30	\$1,010 17
13	Metropolitan,	•	127,500 00	8.50	62,679 60	d 39,377 674	121,148 87
14	Middlesex,	•	1	ı	26,702 01	36,591 58	46,839 14
15	New Bedford & Fairhaven,		,	ı	1,855 83	117 08	4,884 37
16	Newburyport & Amesbury,	•	ı	ı	902 84	383 60	883 60
17	Northampton,	•	,	,	 ,	d 669 434	d7,183 15°
			•				

18	18 North Woburn, 3.	•	•	•		•	•	1	. 1	\$334 17	d \$139 80*	\$3,322 37
19	Salem,	•	•		•	•	•	1.	ı	ı	138 48	21,003 49
ଛ	Somerville,1	•	•			•	•	\$5,880 00	9.	ı	1	1
21	South Boston, .	•	•		•	•	•	45,000 00	10.	1	d 1,356 714	14,157 92
55	Springfield,.	•	•			•	•	ı	1.	888 84	3,806 61	19,996 30
23	Stoneham,1 .	•				•	•	00 696	89	ı	1,050 96	12,228 36
24	Taunton,	•			•	•	•	ı	1	1,258 63	90 929	11,205 60
25	Union,	•	•			•	•	35,680 00	10.	6,668 74	6,482 26	11,485 54
56	Union Freight,1 .	•	•				•	ı	1	ı	385 37	-d 19,865 694
22	Waltham & Newton,1	- <u>-</u> -	•		•	•	•	ı	ı	1	317 42	1,308 42
88	Winnisimmet, .	•	•			•	•	2,000 00	4	ı	86 02	2,675 30
23	Winthrop,	. •	•	•	•		•	1	1	3,556 22	d 3,168 104	d 2,463 47
ಜ	Worcester,	•	•	•	•	•	•	1	ı	2,803 60	481 01	d 4,497 24°
	Total,	•	•	•	•	•	•	\$314,504 00	Av., 6.11	\$127,866 41	\$22,850 88	\$205,716 81
							-					

 3 Operated only five days. 4 The amounts prefixed with a $\,d$ are deficits, and are deducted from the total footing.

s Operated nine months by the Company.

Abstract of Returns of Street Railway Companies—Concluded.

							NOMBE	NUMBER OF-		Acc	Accedents.
Number	STREET RAILWAYS.	AYS				16S.—Horses.	169.—Cars.	170.—Other Vehicles.	171.—Persons Employed.	172Fatal.	173Not Fatal.
	Albany Street Freight, .		~ 3	1		i	į	•	1	1	Ü
G/I	Arlington,1	,				•	ī	1	•	1	1
63	Boston & Chelsea,1 .	o;				ŗ	1	1	i		
	Boston & West Roxbury,1				•	i	+1	1	1	1	1
_	Cambridge,1					1	1	(1	,
_	Highland,	÷				- 262	53	16	170	t	*
-	Lowell,			•		48	12	6	25	1	67
-	Lynn & Boston,					241	87	į	102	1	61
_	Lynn City,					11	4	1	7	1	•
10	Malden & Melrose,1					1	ì	1	1		
	Medford & Charlestown,1				•	1	1	1	1	•	
_	Merrimack Valley,			•	•	54	15	2	24	-	
13	Metropolitan,	9	٠			1,396	236	1	729	1	31,
14	Middlesex,					312	63	1	167		1
15	New Bedford & Fairhaven,					339	80	61	17	1	67
16	Newburyport & Amesbury,					35	7	1	01	1	•
17	Northampton,					13	61	61	. 2	1	1

Tabulated Comparative Results of Street Railway Companies.

						PER MILE OF ROAD OWNED.	COAD OWNED.	176.—Average Cost	-	178.—Average
Ушторет.	STREET RAILWAYS.	LWAI	8			174.—Capital Stock paid in.	175.—Debt.	per mile of track built by Company.	of Equipment per mile of single track operated.	Number of Passen- gers per round trip.
1	Albany Street Freight,					\$80,906 15	t	\$52,930 20	\$238 85	1
01	Arlington,1					8,629 44	1	8,629 44	1	1
63	Boston & Chelsea,1		•			19,448 37	i	19,448 87	1	J
4	Boston and West Roxbury,1		•			32,800 00	1	17,271 78)	1
2	Cambridge,1					28,154 89	\$5,275 74	28,154 89	1	1
9	Highland,					32,520 32	37,921 54	26,080 82	26,116 53	41.90
2	Lowell,				•	19,101 35	923 27	13,162 83	6,802 05	37.00
00	Lynn & Boston,		•	1		17,021 28	8,009 30	15,485 97	6,761 65	57.51
6	Lynn City,			i	3.	10,399 16	7,322 55	10,838 90	4,507 30	ı
10	Malden & Melrose, 1		Ċ			47,285 71	4,285 71	17,213 28	1	1
11	Medford and Charlestown,1		•	1		6,612 09	1	6,742 54	1	,
12	Merrimack Valley,	•				10,000 00	1	7,556 94	8,520 99	24.00
13	Metropolitan,					33,428 37	23,872 26	16,546 74	25,784 82	39.90
14	Middlesex,	•		•		26,075 23	30,085 91	26,164 93	12,627 83	41.57
15	New Bedford & Fairhaven,		•			15,110 31	7,653 98	15,894 03	8,533 27	15.00
16	Newburyport & Amesbury,				•	5,881 90	1,544 99	7,898 37	i	1
17	Northampton					15,625 00	2,492 56	14.421 87	1.249 19	19.00

<u>×</u>	North Woburn,	•	•	•	•	•	₹7,806 69	#3,159 85	\$10,524 16	\$1,603 11	19.50
<u>.</u>	Salem, Salem,	•	•	•	•	•	22,928 75	5,762 77	27,448 72	ı	1
<u> </u>	Somerville,1	•	•	٠	•	•	26,112 44	1	26,112 44	1	•
=	South Boston,	•	•	•	•	•	57,840 62	ı	23,205 20	84,635 42	45.32
83	Springfield,	•	•	•	•	•	18,157 90	4,939 29	15,185 72	9,432 61	17.59
83	Stoneham,1	•	•	•	•	•	13,200 00	,	13,200 00	ı	•
*	Taunton,	•	•	•	•	•	96 622'6	2,200 49	6,769 44	7,376 53	22.50
20	Union,	•	•	•	•	•	ı	1	ı	15,421 89	45.75
92	Union Freight,1	•	•	•	•	•	100,908 17	1,689 19	85,361 01	1	•
	Waltham & Newton,1	•	•	•	•	•	9,342 88	4,542 61	11,676 55	1	1
<u></u>	Winnisfmmet,	•	•	•.	•	•	20,000 00	ı	21,000 00	1	1
<u>ల</u>	Winthrop,	•	•	•	•	•	17,241 38	9,079 12	19,314 54	1,915 45	30.62
စ္က	Worcester,	•	•	•	•	•	10,309 28	18,112 03	15,635 43	10,951 05	23.00
	Average, .	•	•	•	•	•	\$28,247 96	\$13,127 74	\$21,151 32	\$16,330 41	40.38

cased roads.

* Operated nine months (by the Company).

Tabulated Comparative Results of Street Railway Companies—Continued.

							Gross E	Gross Earings.		Express.
Хишрег.	STREET RAILWAYS.	WAY	5 0		`	179.—Per mile of Single Track operated.	180.—Per mile run.	181.—Per Passen- ger carried.	182.—Per round trip.	163.—Per mile of Single Track operated.
1	Albany Street Freight, .			•	•	\$5,650 23	1	1	1	\$4,464 36
જ	Arlington,1	•	•	•	•	ı	ı		ı	1
တ	Boston & Chelsea,	•	•	•	•	1	1	ı	1	i
4	Boston & West Roxbury,	•	•	•		1	1	ı	ı	,
2	Cambridge,1		•	•	•	1	ı	ı	ı	ı
9	Highland,		•	•	•	18,751 08	\$0 3092	\$0.0509	\$2.18	15,578 52
7	Lowell,	•	•	•	•	6,014 95	.2781	.0582	2.16	5,965 10
∞	Lynn & Boston,		•	•	•	10,445 60	3448	.0747	4.29	9.560 08
6	Lynn City,			•	•	1	ı	١	1	ı
10	Malden & Melrose,1	•		•	•	ı	ı	,	ı	,
11	Medford & Charlestown,!.	•		•	•	ı	1	ı	1	•
12	Morrimack Valley,	•		•	•	7,212 64	.1716	.0718	1.71	6,698 38
13	Metropolitan,			•	•	28,729 62	.8751	.0682	2.12	20,458 29
14	Middlesex,			•	•	12,064 27	.4586	.0568	2.94	9,043 68
15	New Bedford & Fairhaven,	•		•	•	7,311 38	.2766	.0591	88.	6,715 14
16	Newburyport & Amesbury, .	•		•	•	ı	ı	1	ı	,
17	Northampton,	•	•	•	•	2,128 68	.3474	.1180	2.23	2,337 90

	18 North Woburn,	•	•	•	٠	•	-	11,905,11	3430	4 0.1037	\$ 2.01	\$1,832 86
19	Salem,1 .	•	•	•	•	•	•	1	1	1	;	1
S,	Somerville,		•	•	•	•	•	1	ı	1	ı	1
17	South Boston,	•	•	•	•	•	•	40,905 17	.3930	.0521	2.86	35,295 50
~	Springfield,		•	•	•		•	7,360 15	.2784	02.20	1.27	6,124 50
23	Stoneham,1	•	•	•	•	•	•	ı	1	ı	ı	ı
24	Taunton, .	•	•	•	•	•	•	6,140 60	.2826	.0728	1.65	5,692 01
	25 Union, .	•	•	•	•	•	•	16,439 63	.4179	.0671	3.13	14,981 99
56			•	•	•	•	•	1.	,	ı	ı	1
23	Waltham & Newton,	wton,1	•	•	•	•	•	,	ı	ı	,	ı
æ		•	•	•	•	•	•	,	1	,	,	•
83	Winthrop, .	•	•	•	•	•	•	1,266 29	.2599	.1061	3.25	1,209 21
8		•	•	٠	•	•	•	8,113 09	.2168	.0737	1.68	7,266 54
	Average,		•	•	•	•	•	\$15,845 50	\$.3685	\$.0575	\$ 2.32	\$13,748 88

9 Operated nine months (by the Company).

Tabulated Comparative Results of Street Railway Companies—Concluded.

							EXPENSES-Con.		REPAI	REPAIRS PER MILE OPERATED.	ATED.
Number.	STREET RAILWAYS	WAY	02			194.—Per mile run.	185.—Per Passenger Carried.	180.—Per Round Trip.	187.—Road-Bed and Track.	186.—Cars, Harnesses, Horse shoeing, etc.	189.—Keeping good the Stock of Horses.
-	Albany Street Freight, .			•	•	ı	ı	1	1	ı	l
87	Arlington,1		•	•	•	ı	ı	1	ı	1	٠,
တ	Boston & Chelsea,1	•	•	•	•	ı	ı	,	ı	1	.,
7	Boston & West Roxbury,1	•	•	•	•	1	ı	ı	ı		1
2	Cambridge,		•	•	•	ı,	ı	ı		1	1
9	Highland,	•	•	•	•	\$0.2568	\$0.0423	\$1.77	\$295 06	\$1,324 91	\$57 67
2	Lowell,			•	•	.2757	.0577	2.14	185 86	583 78	181 57
∞	Lynn & Boston,		•	•	•	.3155	.0683	8.98	584 68	1,146 69	290 97
6	Lynn City,	•	•	•	•	ı	ı	ı	1	1	ı
10	Malden & Melrose,1 .		•	•	•	ı	ı	ı	ı	ı	1
11	Medford & Charlestown,1		•	•	•	1	•	ı	ı	ı	1
15	Merrimack Valley,		•	•	•	.1600	2990	1 60	895 78	754 41	. •87 60
13	Metropolitan,	•	•	•	•	.8284	0459	1.83	1,624 28	2,154 17	525 25
#	Middlesex,	•	•	•	•	.3400	.0422	1.75	512 81	99 986 .	412 16
15	New Bedford & Fairhaven,	•	•	•	•	.2531	.0543	.81	154 30	819 52	!
16	Newburyport & Amesbury,		•	•	•	1	1	ı	ı	1	ı
17	17 Northampton,	•	•	•	٠	.3816	.1296	2.44	120 22	165 09	187 81

Salem,¹. — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — —<	18	North Woburn,				•	•	\$ 0.8309	8660 0	\$ 1.98	\$87 12	\$ 05 06	\$ 5 58
South Boston, - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - <	19	Salem,					•	ı	ı	ı	ı	1	1
Springfield,	8	Somerville,	•		•	•	•	,	ı	!	1	1	ı
Springfield,	21	South Boston, .	•	•			•	.3391	0450	2.04	1,731 49	2,290 22	2,240 66
Stoneham,¹ - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -	22	Springfleld,	•	•		•	•	2275	7650.	1.05	432 30	627 15	•
Taunton,	23	Stoneham,1	•	•			•	1	1	1	ı	1	ı
Union,	24	Taunton,	•		•		•	.2620	.0674	1.53	525 67	391 20	.'
Union Freight,	25	Union,	•	•	•	•	•	3808	.0611	2.80	885 75	985 15	341 78
Waltham & Newton, 1	56	Union Freight,1 .	•	•	•	•	•	1	1		ı	1	1
Winthrop,	27	Waltham & Newton,	•	•	•	•	•	•	•	1	ı	ı	1
Winthrop,	88	Winnistmmet, .	•	•	•	•	•	,	ı	ı	ı	ı	ı
Worcester,	29	Winthrop,	•	•		•	•	.2482	.1018	3.10	87 50	22 57	1
\$3195 \$10499 \$2 01 \$371 89 \$1,266 56	8		•	•	•	•	•	.1942	0990	1.51	26 6 04	1,274 62	164 97
		Average,	•	•	•	•	•	\$.3195	€6F0.	\$2.01	\$371 89	\$1,266 56	80 96£ \$

⁸ Operated nine months (by the Company).

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Part II.

RAILROAD REPORTS,

FOR THE

YEAR ENDING SEPTEMBER 30, 1874.

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				•	
•					
	-				
					•
	•				

21. Proportion of same per mile of road,	\$2,875 59
22. Contingent liabilities as guarantor of bonds or	•
debts of other corporations, specifying same,	None.
CASH REALIZED, &c.	
23. Total cash realized from capital and debt, in-	
curred for construction, equipment, &c.,	108,112 74
24. Total amount of income which has been ex-	
pended (in addition to funds derived from	
capital and debt) in construction, equipment and purchase of property,	1 400 00
ment and purchase of property,	1,490 00
25. TOTAL MEANS APPLIED TO CONSTRUCTION,	\$100 cop 74
EQUIPMENT AND PURCHASE OF PROPERTY, .	\$109,602 74 109,602 74
26. Proportion of above for Massachusetts,*	109,002 74
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY	
COMPANY.	A=0.040 =0
1. Grading and masonry,	\$50,843 58
2. Bridging [and culverts],	2,000 00
3. Superstructure, including rails,	28,765 74
4. Land, land damages and fences,	5,050 62
5. Passenger and freight stations, wood-sheds and	3,706 47
water stations,	Included in No. 5.
7. Machine shops,	None.
8. Interest paid during construction, discount, &c.	None.
9. Engineering, agencies, salaries and other ex-	None.
penses during construction,	3,670 90
10. Total expended for construction,	\$94,037 31
11. Average cost of construction per mile of road	4. 3 /
built by company,	31,345 77
12. Same per mile of single track built by com-	,
pany, not including sidings,	31,345 77
13. Proportion of cost of construction for Massa-	
chusetts,*	94,037 31
T	
EQUIPMENT.	11 407 49
14. Locomotives (number, 1),	11,465 43
15. Snow-plows on wheels (number,),	None. 4,100 00
	4,100 00 None.
17. Freight and other cars (number,),	None.
19. Total for equipment,	15,565 43
20. Average cost of equipment per mile of road op-	10,000 10
erated by company,	5,188 47
21. Proportion for Massachusetts,*	15,565 43
,	,
PROPERTY PURCHASED AND ON HAND, NOT IN-	
CLUDED IN THE FOREGOING ACCOUNTS.	
[Nothing.]	
Of December in Manager to the Party of	
31. Property in Massachusetts (including portion	100 600 74
of equipment),	109,602 74
32. WHOLE AMOUNT OF PERMANENT INVEST-	100 600 7
MENTS,	109,602 74 All.
	All.
	111 467 74
33. Proportion for Massachusetts, 34. Total Property and Assets of the Company, 55. Amount of sinking and contingent funds and	111,467 74
	111,467 74 Nothing.

[•] Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

OF THE

ASHBURNHAM RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated since Jan. 1, 1874, only.]

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$300,000 00
2. Capital stock authorized by votes of company,	100,000 00
3. Capital stock issued (number of shares, 975);	
amount paid in,	97,500 00
4. Capital stock paid in on shares not issued,	1 210 00
(number of shares, 31),	1,610 00
5. Capital stock, total amount paid in,	\$99,110 00
6. Capital stock paid in per mile of road owned	22 026 66
by company, 7. Capital stock paid in, proportion for Massachu-	33,036 66
setts,*	33,036 66
8. Capital stock, number of shares issued not en-	, 00,000 00
titled to dividends,	None.
9. Par value of shares, \$100 (the average price	1,020.
at which shares were sold, \$100).	
10. Number of stockholders,	61
11. Amount of stock held in Massachusetts,	All.
12. Number of stockholders in Massachusetts,	All.
DEBT.	
13. Funded debt, as follows:—	
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due , rate of inter-)
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due est, per cent., , rate of inter-	
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due est, per cent., , rate of inter- 2d mortgage bonds, due rate of	No funded debt.
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due est, per cent.,	No funded debt.
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due est, per cent.,	No funded debt.
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due est, per cent., 2d mortgage bonds, due interest, per cent., 3d mortgage bonds, due interest, per cent.,	No funded debt.
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due est, per cent.,	No funded debt.
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due est, per cent., 2d mortgage bonds, due interest, per cent., 3d mortgage bonds, due interest, per cent.,	No funded debt. 9,002 74
13. FUNDED DEBT, as follows: 1st mortgage bonds, due est, per cent., 2d mortgage bonds, due interest, per cent., 3d mortgage bonds, due rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt incurred for construction, equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose,	9,002 74
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due est, per cent.,	9,002 74 None.
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due est, per cent., 2d mortgage bonds, due interest, per cent., 3d mortgage bonds, due rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt incurred for construction, equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose, and for what, 17. Other debts—current credit balances, &c.,	9,002 74 None. None.
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due est, per cent., 2d mortgage bonds, due interest, per cent., 3d mortgage bonds, due interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt incurred for construction, equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose, and for what, 17. Other debts—current credit balances, &c., 18. Total debt liabilities,	9,002 74 None.
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due est, per cent., 2d mortgage bonds, due interest, per cent., 3d mortgage bonds, due rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt incurred for construction, equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose, and for what, 17. Other debts—current credit balances, &c., 18. Total debt liabilities, 19. Amount of debt liabilities after deducting cash,	9,002 74 None. None.
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due est, per cent., 2d mortgage bonds, due interest, per cent., 3d mortgage bonds, due rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt incurred for construction, equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose, and for what, 17. Other debts—current credit balances, &c., 18. Total debt liabilities, 19. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such	9,002 74 None. None.
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due est, per cent., 2d mortgage bonds, due interest, per cent., 3d mortgage bonds, due rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt incurred for construction, equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose, and for what, 17. Other debts—current credit balances, &c., 18. Total debt liabilities, 19. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not repre-	9,002 74 None. None. 9,002 74
13. Funded debt, as follows:— 1st mortgage bonds, due est, per cent., 2d mortgage bonds, due interest, per cent., 3d mortgage bonds, due interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt incurred for construction, equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose, and for what, 17. Other debts—current credit balances, &c., 18. Total debt liabilities, 19. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,	9,002 74 None. None. 9,002 74
13. FUNDED DEBT, as follows:— 1st mortgage bonds, due est, per cent., 2d mortgage bonds, due interest, per cent., 3d mortgage bonds, due rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt incurred for construction, equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose, and for what, 17. Other debts—current credit balances, &c., 18. Total debt liabilities, 19. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not repre-	9,002 74 None. None. 9,002 74

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

21. Proportion of same per mile of road,	\$2 ,875 59
22. Contingent liabilities as guarantor of bonds or	None.
debts of other corporations, specifying same,	None.
CASH REALIZED, &C.	
23. Total cash realized from capital and debt, in-	
curred for construction, equipment, &c.,	108,112 74
24. Total amount of income which has been ex-	
pended (in addition to funds derived from	
capital and debt) in construction, equipment and purchase of property,	1,490 00
25. TOTAL MEANS APPLIED TO CONSTRUCTION,	-,
EQUIPMENT AND PURCHASE OF PROPERTY, .	\$109,602 74
26. Proportion of above for Massachusetts,*	109,602 74
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY	
COMPANY.	_
1. Grading and masonry,	\$50,843 58
2. Bridging [and culverts],	2,000 00
3. Superstructure, including rails,	28,765 74 5.050 62
4. Land, land damages and fences,	5,050 62
water stations,	3,706 47
6. Engine-houses, car-sheds and turn-tables, .	Included in No. 5.
7. Machine shops,	None.
6. Interest paid during construction, discount, &c.	None.
9. Engineering, agencies, salaries and other ex-	2 670 00
penses during construction,	3,670 90 \$ 94,037 31
11. Average cost of construction per mile of road	401,001 01
built by company,	31,345 77
12. Same per mile of single track built by com-	
pany, not including sidings,	31,345 77
13. Proportion of cost of construction for Massa- chusetts,*	94,037 31
	01,000 01
EQUIPMENT.	
14. Locomotives (number, 1),	11,465 43
15. Snow-plows on wheels (number,),	None.
16. Passenger, mail and baggage cars (number, 1), 17. Freight and other cars (number,),	4,100 00 None.
18. Machinery and tools,	None.
19. Total for equipment,	15,565 43
20. Average cost of equipment per mile of road op-	,
erated by company,	5,188 47
21. Proportion for Massachusetts,*	15,565 43
PROPERTY PURCHASED AND ON HAND, NOT IN-	
CLUDED IN THE FOREGOING ACCOUNTS.	
[Nothing.]	
31. Property in Massachusetts (including portion	
of equipment),	109,602 74
32. WHOLE AMOUNT OF PERMANENT INVEST-	,
MENTS,	109,602 74
33. Proportion for Massachusetts,	All.
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY, 35. Amount of sinking and contingent funds, and	111,467 74
their purpose,	Nothing.
Furtire,	

Unless some very good reason exists to the contrary, this proportion should be for the miles
of road in this State compared with the whole. If made on a different basis, please state the
reasons therefor.

	
Expenditures Charged to Capital Account during the Year.	
[Included in the statement on page 3 of this report.]	
Net addition to capital account for the year,	\$ 48,293 89
Revenue for Nine Months.	
Receipts from local passengers on roads operated by this	
company,	\$1,761 63
Receipts from passengers from and to other roads over roads]]
operated by this company,	11
of cars of this company,	Nothing.
Receipts for express,	
Receipts for mails,	1 701 00
Total receipts from passenger department,	1,761 63
pany,	6,150 53
Receipts from freight from and to other roads over roads	1)
operated by this company,	Nothing.
Receipts from freight over other roads as tolls, or for use of	Trouming.
cars of this company,	6,150 53
Receipts as rents for use of road and equipment, when	0,200 00
leased,	Nothing.
TOTAL EARNINGS,	7,912 16
Per mile of road operated,	
track, not including sidings, 2,637 38	
Per train mile,	
Proportion for Massachusetts,	
Income from other roads,	Nothing.
Income from rent of property other than road and equip-	Nothing
ment, specifying same, Income from all other sources, (including accretions from	Nothing.
sinking funds, investments in stocks, bonds, steamboat	
property, transportation lines, &c., specifying same),	Nothing.
TOTAL INCOME,	7,912 16
Percentage to capital stock and debt, 7.34 Percentage to means applied to construction, equip-	
ment, &c., 7.22	
Expenses of Operating the Road for Nine Months.	
ASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
Repairs of road, exclusive of bridges and new rails,*	\$ 527 7 2
New iron rails, deducting old rails sold (number of miles,	
; weight per yard,),*	None.
Steel rails, deducting old rails sold (number of miles,	None.
weight per yard,),	None.
Repairs of buildings and fixtures (station),	Nothing.
Repairs of, and additions to, machine-shops and machinery,	Nothing.
Repairs of fences, road crossings and signs,	Nothing. 527 72
TOTAL,	021 12
and freight trains are operated together,] \$117 50	
Proportion of same to freight department, 1	
	I
Of the above total there was expended for other than ordinary repairs,	None.

^{*} Including labor and materials in new sidings.
† Computed on gross receipts from passenger and freight departments.

C 0 (1 1 77 / 17 - 17 - 17 - 17 - 17 - 17	
CLASS 2.—General Traffic Expenses.	A140 00
1. Taxes, state and local,	\$17 3 88
2. General salaries, office expenses and miscellaneous, not em-	
braced in Classes 3 and 4,	-
3. Insurance premiums and losses by fire and damages for fires	
set by engines,	Nothing.
4. Repairs of locomotives,	138 49
	Nothing.
5. Repairs of snow-plows,	
6. New locomotives (charged to operating expenses),	Nothing.
7. New snow-plows (charged to operating expenses),	None.
8. Removing ice and snow,	-
9. Fuel-173\(\frac{1}{4}\) cords of wood, cost, \(\frac{1}{2}\); tons of coal, [none], .	865 64
10. Water,	No expense.
11. Oil and waste,	76 53
12. Switchmen, watchmen, flag and signal men [included in	
passenger and freight account],	_
	Nothing.
13. Telegraph expenses,	
14. TOTAL,	1,254 54
15. Proportion belonging to passenger department, 279 32	
16. Proportion belonging to freight department,* . 975 22	
CLASS 3.—Passenger-Train Expenses.	
1. Repairs of passenger, mail and baggage cars,)
2. New passenger, mail and baggage cars (charged to operat-	1
ing expenses),	> Nothing.
3. Damages and gratuities, passenger,	1 000 47
4. Salaries, wages and incidentals of passenger department, .	1,263 47
5. Amount paid other corporations or individuals not operating	
roads, for use of passenger cars and repairs of same, † .	-
6. TOTAL,	1,263 47
CLASS 4.—Freight-Train Expenses.	
1. Repairs of freight cars,)
2. New freight cars charged to operating expenses,	Nothing.
	(Mothing.
3. Damages and gratuities, freight,	076.00
4. Salaries, wages and incidentals of freight department,	976 90
5. Paid corporations or individuals not operating roads for use	
of freight cars,	Nothing.
6. TOTAL,	976 90
7. Total expenses of operating the road, embraced in	
CLASSES 1, 2, 3, 4,	4,022 63
8. Per mile of the road operated, \$1,340 88	,
9. Per mile of single track operated, not includ-	
ing sidings,	
ing enings, 1,040 00	
10 Don their mile	l
10. Per train mile,	
11. Proportion for Massachusetts, 4,022 63	
11. Proportion for Massachusetts,	
11. Proportion for Massachusetts, 4,022 63	
11. Proportion for Massachusetts,	8 9 QUO E9
11. Proportion for Massachusetts,	\$ 3,889 53
11. Proportion for Massachusetts,	\$3,889 53
 Proportion for Massachusetts,	
 Proportion for Massachusetts,	\$3,889 53 Nothing.
 Proportion for Massachusetts,	
 Proportion for Massachusetts,	Nothing.
 Proportion for Massachusetts,	
11. Proportion for Massachusetts,	Nothing.
 Proportion for Massachusetts,	Nothing.
11. Proportion for Massachusetts,	Nothing.
 Proportion for Massachusetts,	Nothing.
11. Proportion for Massachusetts,	Nothing. 3,889 53
11. Proportion for Massachusetts,	Nothing.
 Proportion for Massachusetts,	Nothing. 3,889 53

Computed on gross receipts from passenger and freight departments.
 As the Pullman, Wagner or other drawing-room and sleeping-cars.

		_	_							- 1			
8. Date of last divider				•	•	•	•		•		N	one. \$3,889) 52
9. Balance for the year 10. Surplus at commend				A VASI	• :	•	•		•		N	othing.	00
11. TOTAL SURPL				. ,	• •	÷	:		•		-11	\$3,589	53
2. Paid to sinking fun	ds in	hai	nds (of tru	stees	, .	•		•	\cdot	N	othing.	
Receipts, Expenses, Ne	t Eas	rnin	gu, &	c., of	Pass	mger	Dep	artn	aent.	.			
1. Total receipts fro				Depa	artm	ent, s	ве ре	er "	'Rev	v-			
enue for the Year 2. (Total receipts per t				41 \	•	•	•		•			\$1,76 1	63
3. Expenses, proportion	on of	" M	aint	nance	of W	au an	d B	uild	inas.	,,			
												117	50
4. Expenses, proportion Class 2, No. 15,	on o	f " (i ener	al Tr	affic	Expe	nses,	," a	s pe	er		cert	
5. Expenses, "Passeng	aer-T	rain	Erm	en en e	" •	ner C	Page!	3	No (ĸ.		1,263	32
6. Total expenses,				•		PO. C		٠, ٠,		".]		1,660	
7. (Total expenses per	r trai	n m	ile, .	227.)						ļ			
8. NET EARNINGS, .		:1		الأيان	•	•	•		•	٠١		101	34
9. (Net earnings per t	LWIII	шп	ο, .υ.	14.)						- 1			
Receipts, Expenses, N	iet Be	ırnir	ıge, é	c., of	Frei	ght D	epar	tme	mt.	١			
1. Total receipts fro	om Fr	reig]	ht D	epart	ment	. as D	er "	Rev	venu	ıe l			
for the Year." No	o. 10.					•						\$6,150	53
2. (Total receipts per	train	mi	le, \$ 1	.685.)		7		• • • •					
3. Expenses, proportio as per Class 1, No.	on or	" м	ainte	nance	oj w	ay an	ia B	uila	ungs	,"		416	22
as per Class 1, No 4. Expenses, proportic Class 2, No. 16,	on o	f "	Gene	ral Tr	affic	Expe	macs.	," a	UB 106	er		710	· ~
Class 2, No. 16,	_•	. •		•	۳.		•	, 	•	.		978	
5 Evnenges " Evelaht.	7					- (1la	aa 4		. #			076	
o. Dapenses, Freight	- 11 W		rpone	vvn, a	s pe	r Cla	OO 12,	NO	. 0,	. 1			
6. Total expenses, 7. Total expenses per	- 11 W		rpone	vvn, a	s pe	r Cia		NO	. 0,			2,362	
o. Dapenses, Frugner	train	mil	le, .6	47.)		·		. No	· ·				34
6. Total expenses, 7. Total expenses per 1 8. Net earnings,	train	mile	le, .6	47.) .038.)	f Acc		•				, 18	2,369 3,786	34
6. Total expenses, 7. Total expenses per 8. NET EARNINGS, 9. (Net earnings per ti	train	mile	le, .6	47.) .038.)	f Acc		•					2,365 3,786 74.	34
6. Total expenses, 7. Total expenses per s 8. Net earnings, 9. (Net earnings per ti General Balance	train	mile	le, .6	47.) .038.)	f Acc		•					2,362 3,786 74.	2 74
6. Total expenses, 7. Total expenses per 18. NET EARNINGS, . 9. (Net earnings per transfer Balance Construction, . Unpaid subscriptions,	train	mile	le, .6	47.) .038.)	f Acc		•					2,362 3,786 74. \$109,602 1,490	2 74 2 74 2 74
6. Total expenses, 7. Total expenses per 18. NET EARNINGS, 9. (Net earnings per the General Balance Construction, Unpaid subscriptions, Suspense account,	train	mile	le, .6	47.) .038.)	f Acc		•					2,362 3,786 74. \$109,602 1,490 533	2 74 0 00 3 56
6. Total expenses, 7. Total expenses per 18. Net earnings, 9. (Net earnings per the construction, Unpaid subscriptions, Suspense account,	train	mile	le, .6	47.) .038.)	f Acc		•					2,362 3,786 74. \$109,602 1,490 533	2 74 0 00 3 56
6. Total expenses, 7. Total expenses per 18. NET EARNINGS, 9. (Net earnings per the General Balance Construction, Unpaid subscriptions, Suspense account,	train	mile	le, .6	47.) .038.) sing o	f Ac		•				•	2,362 3,786 74. \$109,602 1,490 533	2 34 3 19 7 7 9 3 56 5 95
General Balance Construction, Unpaid subscriptions, Suspense account, Cash,	train	mile	le, .6	47.) .038.)	f Ac		•	pten	nber	30,		2,362 3,789 74. \$109,609 1,490 533 373	2 34 3 19 7 7 9 3 56 5 95
General Balance Construction, Unpaid subscriptions, Suspense account, Cash, Capital stock,	train	mile	le, .6	47.) .038.) sing o	f Ac		•	pten	nber	30,		2,362 3,789 74. \$109,609 1,490 533 373	342 343 19 3 19 7 7 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
General Balance Construction, Unpaid subscriptions, Suspense account, Cash, Capital stock, Notes payable,	train	mile	le, .6	47.) .038.) sing o	f Ac		•	pten	nber 9,0	30,	00 74	2,362 3,789 74. \$109,609 1,490 533 373	342 343 19 3 19 3 19 3 19 5 74 3 56 5 95
G. TOTAL EXPENSES, 7. Total expenses per 18. NET EARNINGS, . 9. (Net earnings per transported by the second construction, . Unpaid subscriptions, Suspense account, . Cash,	train	mile	le, .6	47.) .038.) sing o	f Ac		•	pten	nber 9,0	30, 	00 74 00	2,362 3,789 74. \$109,609 1,490 533 373	2 34 3 19 7 7 9 3 56 5 95
G. TOTAL EXPENSES, 7. Total expenses per 18. NET EARNINGS, . 9. (Net earnings per transported by the second construction, . Unpaid subscriptions, Suspense account, . Cash,	train	mile	le, .6	47.) .038.) sing o	f Ac		•	pten	nber 9,0	30, 	00 74 00 53	2,362 3,789 74. \$109,609 1,490 533 373	34 34 3 19 74 3 56 5 95 2 27
G. Total expenses, 77. 7. Total expenses per 18. Net earnings, 9. (Net earnings per the General Balance Construction, Unpaid subscriptions, Suspense account, Cash, Capital stock, Notes payable, Earnings in construction income,	train	mile	le, .6 , \$1.	47.) .038.) sing o	f Ac		•	pten	nber 9,0	30, 	00 74 00 53	2,36% 3,78% 74. \$109,60% 1,490 53% 37% \$112,00%	34 34 3 19 74 3 56 3 56 3 56 3 56
G. TOTAL EXPENSES, 7. Total expenses per 18. NET EARNINGS, . 9. (Net earnings per total expenses per 19. (Net earnings per total expenses per 19. (Net earnings per total expenses per 19. (Net earnings per total expenses account, . Cash,	train	mile mile et a	le, .6, .81.	47.) 038.) sing o DR	f Ao	counta	., Sej	pten	nber 9,0	30, 	00 74 00 53	2,36% 3,78% 74. \$109,60% 1,490 53% 37% \$112,00%	34 3 19 74 9 74 9 00 9 58 5 95
General Balance Construction, Unpaid subscriptions, Suspense account, Cash, Capital stock, Notes payable, Earnings in construction Income, Descrip Lagrange State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State	train :	mile et a	le, .6, .81.	47.) 038.) sing o DR	f Ao	counta	., Sej	pten	nber 9,0	30, 	00 74 00 53	2,36% 3,78% 74. \$109,60% 1,490 53% 37% \$112,00%	34 34 3 19 74 3 56 5 95 2 27
General Balance Construction, . Unpaid subscriptions, Suspense account, . Cash, Capital stock, Notes payable, Earnings in construction Income, Descrip 1. Date when the roa opened for public	train :	of R	le, .6, \$1.	47.) 038.) sing o DR CR	f Ao	were	, Sej	pten	nber 999,1	30, 	00 74 00 53	2,365 3,786 74. \$109,605 1,490 533 375 \$112,005	34 34 3 19 74 3 56 5 95 2 27
General Balance Construction, Unpaid subscriptions, Suspense account, Cash, Capital stock, Notes payable, Earnings in construction Income, Descrip Descrip Descrip Descrip Descrip Length of main lin Length of main lin Length of main lin	train :	of Routh	le, .6	day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a da	f Acc	were	, Sej	pten	nber 9,0	30, 	00 74 00 53	2,365 3,786 74. \$109,605 1,490 533 375 \$112,005	34 34 3 19 74 3 56 5 95 2 27
General Balance Construction, . Unpaid subscriptions, Suspense account, . Cash, Capital stock, . Notes payable, . Earnings in construction Income, Descrip 1. Date when the roa opened for public From Ashburnham	train :	of R	le, .6	day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a day, a da	f Acc	were	, Sej	opten	nber 999,1	30, 	00 74 00 53	2,365 3,786 74. \$109,605 1,490 533 375 \$112,005	34 34 3 19 74 3 56 5 95 2 27

^{*} Length in all cases to be given in miles and decimals.

Length of main line of road in Massachusetts, In other States, I. Length of line with track laid, if road is not completed, 4. Length of double track on main line, 5. Branches owned by company, 10. Total length of road belonging to this company, computed as single track, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel-top rails in tracks belonging to this company, (Weights per yard, 17. Number of spans of bridges of 25 feet and upwards, 18. Number of iron bridges (aggregate length, feet, 19. Number of wooden bridges (aggregate length, feet, 20. Bridges built within the year, 21. Number of rossings of highways over railroad, 23. Number of crossings of highways over railroad, 24. Number of highway bridges less than 18 feet above track, 25. Number of rossings at which gates or flagmen are maintained, 26. Number of rossings at which there are neither gates nor flagmen, 27. Number of rossings at which there are neither gates nor flagmen, 28. Number of railroad crossings over other railroads, specifying each, 29. Number of railroad crossings over other railroads, specifying each, 20. Number of railroad crossings under other railroads, specifying each, 20. Number of rossings at which there are neither gates nor flagmen, 29. Number of rossings at which there are neither gates nor flagmen, 20. Number of rossings at which there are neither gates nor flagmen, 20. Number of rossings at which there are neither gates nor flagmen, 20. Number of rossings at which there are neither gates nor flagmen, 20. Number of or orther Company, 21. Number of rossings over other railroads, specifying each, 22. Number of rossings over other railroads, specifying each, 23. Number of rossings in more of the rossings over other railroads, specifying each, 24. Number of rossings in more rossings over other railroads, specifying each, 25. Total miles of road operated by this company, 26. Total miles of road operated by this company,			
In other States, 1. Length of line with track laid, if road is not completed. 4. Length of double track on main line, 5. Branches owned by company, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 16. Total length of steel-top rails in tracks belonging to this company, (Weights per yard, 17. Number of iron bridges (aggregate length, feet, 19. Number of iron bridges (aggregate length, feet, 19. Number of crossings of highways at grade, 21. Number of crossings of highways under rail-road, 22. Number of crossings of highways over railroad, 23. Number of rossings at which there are neither gates nor flagmen, 24. Number of railroad crossings over other railroads, specifying each, 25. Number of railroad crossings over other railroads, specifying each, 26. Number of railroad crossings over other railroads, specifying each, 27. Number of railroad crossings under other railroads, specifying each, 28. Number of railroad crossings under other railroads, specifying each, 29. Number of railroad crossings under other railroads, specifying each, 29. Number of railroad crossings under other railroads, specifying each, 29. Number of stations on all roads operated by this company, 30. Nimber of stations on all roads operated by this company, 31. Number of telegraph on line of road operated by this company, 32. Smiles of telegraph on line of road operated by this company, 33. Miles of telegraph of the sumpany in Massachusetts, 34. Number of telegraph of telegraph stations operated by this company, 35. Total miles of road operated by this company, 36. Sme in Massachusetts, 37. Number of telegraph offices in company, 38. Sme in Massachusetts, 39. Miles of telegraph offices in company, 40. Number of tel	Tomath of main line of and in Massachusette	2 mil	
3. Length of line with track laid, if road is not completed. 4. Length of double track on main line, 5. Brauches owned by company, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 16. Total length of steel rails in tracks belonging to this company, (Weights per yard, 17. Number of spans of bridges of 25 feet and upwards, 18. Number of rossings of highways at grade, 19. Number of rossings of highways under railroad, 21. Number of crossings of highways under railroad, 22. Number of crossings of highways under railroad, 23. Number of rossings of highways under railroad, 24. Number of highway bridges less than 18 feet above track, 25. Number of rossings at which there are neither gates nor flagmen, 26. Number of railroad crossings at grade, specifying each, 27. Number of railroad crossings over other railroad, specifying each, 28. Number of railroad crossings over other railroads, specifying each, 29. Number of railroad crossings over other railroads, specifying each, 20. Number of railroad crossings over other railroads, specifying each, 29. Number of stations on all roads operated by this company, in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph on line of road operated by this company, 41. Number of telegraph stations operated jointly			
A Length of double track on main line, 5. Branches owned by company, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 17. Number of spans of bridges of 25 feet and up- wards, 18. Number of spans of bridges (aggregate length, feet, 19. Number of spans of bridges (aggregate length, feet, 19. Number of crossings of highways at grade, 22. Number of crossings of highways at grade, 23. Number of crossings of highways ander rail- road, 24. Number of highway bridges les than 18 feet above track, 25. Number of rossings at which there are neither gates nor flagmen, 26. Number of rossings at which there are neither gates nor flagmen, 27. Number of railroad crossings over other rail- roads, specifying each, 28. Number of railroad crossings over other rail- roads, specifying each, 29. Number of railroad crossings over other rail- roads, specifying each, 30. Number of stations on all roads operated by this company, 31. Mumber of telegraph on line of road operated by this company, 40. Miles of telegraph on line of road operated by this company, 41. Number of telegraph stations operated jointly Completed. None. None. None. None. Completed. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None. None.	in other States,	None.	
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23. Number of crossings of highways under rail- road,		None.	
24. Number of highway bridges 18 feet above track, 25. Number of highway bridges less than 18 feet above track, 26. Number of crossings at which gates or flagmen are maintained, 27. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each, 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings over other railroads, specifying each, 31. Number of railroad crossings over other railroads, specifying each, 32. Number of railroad crossings over other railroads, specifying each, 33. Numb	23. Number of crossings of highways under rail-		
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30. Number of railroad crossings under other railroads, specifying each,		None.	
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42. Number of telegraph stations operated by this company		None.	
company,	42. Number of telegraph stations operated by this		
43. Number of telegraph stations operated jointly		None.	
		\	
		None.	
		<u> </u>	

[Jan.

Rolling Stock.

		Total number.	Value.	Per mile road operated.
1.	Locomotives (average weight of engines in working order, 42,650 lbs.) Locomotives (maximum weight of engines in working order, 42,650 lbs.)	11,	_	.333
2.	working order, 42,650 lbs.),	-	-	_
	Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, Total length of heaviest engine and tender	-	_	-
	over all [stated above],	None	-	
о. 6	Snow-plows (average weight, Passenger cars (average weight, 26,000 lbs.),	1	i <u>-</u>	33
υ.	Passenger cars (maximum weight,), .	1 -	_	.55
	Mail and baggage cars (av. weight, 8-wheel box freight cars (av. weight,),	1		
9. 10.	4-wheel box freight cars (av. weight,), 8-wheel platform cars (av. weight,), 4-wheel platform cars (av. weight,),	None	- -	-
	Other cars (coal, gravel, &c.),	-	-	-
	Total value,	-	-	-
	Total freight cars, including coal, &c., on a basis of 8 wheels,	None	-	-
15.	Number of locomotives equipped with train brakes,	None	-	-
16.	(Kind of brake, Number of cars equipped with train brakes, (Kind of brake, .)	None	-	-
17.	Number of passenger cars with Miller platform and buffer,	1	_	-
_	Mileage, Traffic, &c.			
	Miles run by passenger trains,	7,304	•	•
	cluding stops,	None 20 mi	run. les per hour.	
	Miles run by freight trains, . Rute of speed of express freight trains, includ-	3,651	les per nour.	
6.	ing stops, . Rate of speed of accommodation freight trains,	None.		
7.	including stops, Miles run by other trains, and for what pur-	None.	les per hour.	
۵	poses, Total train miles run, Number of through passengers (whole length		10,955	
9.		11,275	•	
9. 10.	of road), Number of local passengers (over part of road),	-	_	
9. 10. 11.	of road), Number of local passengers (over part of road), Total number of passengers carried, Total passenger mileage, or passengers carried	-	11,275	

13. Passenger mileage to and from other roads, 14. Number of tons carried,	No acc't with other roads 8,190
15. Total freight mileage, or tons carried one mile,	
16. Freight mileage to and from other roads,	None.
17. Highest rate of fare per mile, for any distance,	5 cents.
18. Lowest rate of fare per mile, for any distance,	
(single fare),	5 cents.
19. Average rate of fare per mile (not including]
season tickets) received from passengers on	
roads operated by this company,	5 cents.
20. Average rate of fare per mile received from	1
passengers to and from other roads,*	5 cents.
21. Average rate of fare per mile for season-ticket	1
passengers, reckoning one round trip per	
day to each ticket,	None.
22. Average rate of fare per mile for all passengers,	As above.
23. Highest rate of freight per ton per mile, for	1
any distance,	27 cents.
24. Lowest rate of freight per ton per mile, for any	1
distance,	11 cents.
25. Average rate of freight per ton per mile on	
roads operated by this company,	About 18 cents.
26. Average rate of freight per ton per mile to and	
from other roads,],, -
27. Average number of cars in passenger trains,	
including baggage cars,	S car.
28. Average number of cars in freight trains (basis	
of 8 wheels),	No regular freight trains.
29. Average weight of passenger trains, including	
locomotive and tender, in working order,	00.050.33
exclusive of passengers,	98,650 lbs.
30. Average weight of freight trains, including	
locomotive and tender, in working order,	
exclusive of freight,	No separate trains run.
31. Number of persons regularly employed by company, including officials,	5
pany, mendang omeran,	Ü

* After deducting all allowances for tolls, or use of cars, &c.

Classification of Business.

Passengers.

3. Passengers travelling only within this State,

. 11,275

List of Accidents in Massachusetts.

[None.]

AUSTIN WHITNEY, OHIO WHITNEY, SIMEON MERRITT, THOMAS H. CLARK, WALTER R. ADAMS,

Directors of the Ashburnham Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER SS. November 16, 1874. Then personally appeared Austin Whitney, Ohio Whitney, Simeon Merritt, Thos. H. Clark and Walter R. Adams, and severally made oath to the truth of the foregoing statement by them subscribed.

WILLIAM P. ELLIS, Justice of the Peace.

Name and Residence of Officers.

Austin Whitney, President, Ashburnham. Directors.—Ohio Whitney, Ashburnham; David Nevins, Jr., Boston; Simeon Merritt, Ashburnham; Walter R. Adams, Ashburnham; Thos H. Clark, Ashburnham. William P. Ellis, Treasurer, Ashburnham. William P. Ellis, Superintendent, Ashburnham.

Proper Address for the Company.

ASHBURNHAM RAILROAD COMPANY, ASHBURNHAM, MASS.

OF THE

ATTLEBOROUGH BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased to and operated by the Boston & Providence Railroad Corporation.]

CAPITAL STOCK. 1. Capital stock authorized by charter,	00
2. Capital stock authorized by votes of company, 3. Capital stock issued (number of shares, 1,297); amount paid in, 4. Capital stock paid in on shares not issued (number of shares,), 5. Capital stock, total amount paid in, 6. Capital stock paid in per mile of road owned by company, 7. Capital stock paid in, proportion for Massachusetts,* 8. Capital stock, number of shares issued not entitled to dividends, 9. Par value of shares, \$100 (the average price at which shares were sold, \$100). 10. Number of stockholders, 42	00
3. Capital stock issued (number of shares, 1,297); amount paid in, 4. Capital stock paid in on shares not issued (number of shares,), 5. Capital stock, total amount paid in, 6. Capital stock paid in per mile of road owned by company, 7. Capital stock paid in, proportion for Massachusetts, 8. Capital stock, number of shares issued not entitled to dividends, 9. Par value of shares, \$100 (the average price at which shares were sold, \$100). 10. Number of stockholders, 42	00
amount paid in, 4. Capital stock paid in on shares not issued (number of shares,), 5. Capital stock, total amount paid in, 6. Capital stock paid in per mile of road owned by company, 7. Capital stock paid in, proportion for Massachusetts,* 8. Capital stock, number of shares issued not entitled to dividends, 9. Par value of shares, \$100 (the average price at which shares were sold, \$100). 10. Number of stockholders, 129,700 00 \$129,700 00 \$129,700 00	00
4. Capital stock paid in on shares not issued (number of shares,). 5. Capital stock, total amount paid in, . 6. Capital stock paid in per mile of road owned by company, . 7. Capital stock paid in, proportion for Massachusetts,* 8. Capital stock, number of shares issued not entitled to dividends, . 9. Par value of shares, \$100 (the average price at which shares were sold, \$100). 10. Number of stockholders,	00
ber of shares, 5. Capital stock, total amount paid in, 6. Capital stock paid in per mile of road owned by company, 7. Capital stock paid in, proportion for Massachusetts,* 8. Capital stock, number of shares issued not entitled to dividends, 9. Par value of shares, \$100 (the average price at which shares were sold, \$100). 10. Number of stockholders, 42	00
5. Capital stock, total amount paid in, 6. Capital stock paid in per mile of road owned by company, 7. Capital stock paid in, proportion for Massachusetts,* 8. Capital stock, number of shares issued not entitled to dividends, 9. Par value of shares, \$100 (the average price at which shares were sold, \$100). 10. Number of stockholders, 42	00
6. Capital stock paid in per mile of road owned by company. 7. Capital stock paid in, proportion for Massachusetts,* 8. Capital stock, number of shares issued not entitled to dividends,	
by company. 7. Capital stock paid in, proportion for Massachusetts,* 8. Capital stock, number of shares issued not entitled to dividends, 9. Par value of shares, \$100 (the average price at which shares were sold, \$100). 10. Number of stockholders, 42	
7. Capital stock paid in, proportion for Massachusetts,* 8. Capital stock, number of shares issued not entitled to dividends, 9. Par value of shares, \$100 (the average price at which shares were sold, \$100). 10. Number of stockholders, 42	
setts,* 8. Capital stock, number of shares issued not entitled to dividends,	
titled to dividends,	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100). 10. Number of stockholders,	
at which shares were sold, \$100). 10. Number of stockholders,	
10. Number of stockholders,	
11. Amount of stock held in Massachusetts, 124,700 00	
12. Number of stockholders in Massachusetts,	
14 Trainist of Stockhold in Massachasons, 1 12	
Debt.	
13. Funded debt, None.	
15. Unfunded debt incurred for construction, equip-	
ment or purchase of property, † 3,500 00	
16. Unfunded debt incurred for any other purpose,	
and for what, None. 17. Other debts—current credit balances, &c., None.	
18. Total debt liabilities,	m
19. Amount of debt liabilities after deducting cash,	oo
sinking funds in hands of trustees, and such	
securities and debt balances as do not repre-	
sent permanent investments,	
CASH REALIZED, &C.	
23. Total cash realized from capital, and debt in-	
curred for construction, equipment, &c., . 133,200 00 24. Total amount of income which has been ex-	
pended (in addition to funds derived from	
capital and debt) in construction, equip-	
ment, and purchase of property, None.	

^{*}Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

investments.

		
25. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY, .	`	\$132,873 92
26. Proportion of above for Massachusetts,*	\$132,873 92	\$10 <i>6</i> ,010 36
Cost of Road, Equipment and Property.	·	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY	·	
COMPANY. 1. Grading and masonry,	\$40,700 00	
2. Bridging, 3. Superstructure, including rails,	34,713 90	_
4. Land, land damages and fences,	22,522 18	
water stations,	18,421 57	
6. Engine-houses, car-sheds and turn-tables,	8,174 83 None.	•
8. Interest paid during construction, discount, &c.	155 28	:
9. Engineering, agencies, salaries and other ex-		
penses during construction,	8,186 16	\$132,873 92
10. Total expended for construction, 11. Average cost of construction per mile of road built by company	33,218 48	•
built by company,		
pany, not including sidings,	33,218 48	l
chusetts,*	132,873 92	:
EQUIPMENT. [None.]		
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
[None.] 31. Property in Massachusetts (including propor-		
tion of equipment,)	132,873 92	
32. Whole amount of permanent investments, 33. Proportion for Massachusetts,	_	132,873 92
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,		134,669 72
35. Amount of sinking and contingent funds, and their purpose,	-	-
Expenditures Charged to Capital Account during th	e Year.	•
4. Land,		\$ 2,532 09
l5. [Engineering, &c.],		133 45
16. TOTAL,		2,665 ₅₄
18. Net addition to capital account for the year, .		2,665 54
Revenue for the Year.		
11. Receipts as rents for use of road and equipm	ent, when	** ***
leased,	• • •	\$9,079 00 9,079 00
19. [Interest received],	: : :1	136 05
20. TOTAL INCOME,		9,215 05
 Percentage to capital stock and debt, Percentage to means applied to construction, equipment, &c. 	ip- . 6.93	
Expenses of Operating the Road for the Year	i i	
[Operated by the Boston and Providence Railroad (Company.]	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

			_									_	
		Not	t Inco	ome,	Divi	dends,	&c.						
1. TOTAL NE	T IN	СОМ	Е, .					. '	• .				\$9,215 05
2. Amount pa	aid o	ther	com	panie	8 8 8	rent	for u	se of	road	d, sp	eci-	ł	- ,
fying ea			any,	the a	mou	ınt, aı	n d ba	18 8 is	n wh	ich r	ent		
is comp 3. Net income	putec	l, .	nerati	n <i>a</i> er	nene		1 am	ovnt .	naid	for	ram f		_
of roads		o ₁	per an	ny es,	репо	C8 WIW		, and	para .	jur	rent		9,215 05
4. Percentag	e of	sam	e to	capit	al st	ock a	nd d	ebt,	Ċ		7.10		0,210 00
5. Percentag	çe to 1	total	l mea	ns ar	plie	ed to	const	ructi	on,			1	
equipm				•	•	•	•	•	•	•	•	1	
 Paid for in Dividends 	ntere	æt,	, ~'	•	٠. ٠	an Ab		•		•	•	1	0.000.00
8. Date of la	sat di	ivid.	nd d	eclar	ed. et. 1	OL LIK	y ea	г, аш	ount	, .	•	1	9,079 00 July 1, 1874.
9. Balance fo						:	:	:	:	:	:	i	136 05
10. Surplus at	t com	ımeı	ıcéme	ent of	f the	e year	r, .	•		•			1,333 67
11. Тота				. •	. •		•	•	•	•			1,469 72
12. Paid to sin	nkin	g fui	nd s 11	ı han	ds c	of tru	stees	, .	• .	•	•		-
							_					<u> </u>	
Genera	al Ba	lano	e She	et at	Clos	ing o	Z Acc	ounts,	Sept	omb	or 30	0, 1	l87 4 .
Grading and	maaa	111 PT7				Dr.	•						\$40,7 00 00
Superstructur		• ,		•	•	•	•	•	•	•	•	•	- /
-	•			•	•	•	•	•	•	•	•	•	34,713 90
Land, land da					•	•	•	•	•	•	•	•	22,522 18
Passenger and		•		•		•	•	•	•	•	•	•	18,421 57
Engine-house	•			• .	•	•	•	•	•	•	•		. 8,174 83
Interest durin	_				•	•	•	•	•	•	•		. 155 28
Engineering a		ther	c exp	enses	, .	•	•	•	•		•		. 8,186 16
Cash on hand	.,	•	•	•	•	•	•	•	•	•	•		1,795 80
													\$ 134,669 72
						Cr.							
Capital stock,	, 1,29	7 sh	ares,	•	•	•		•	. \$	129,7	700	00	
Debt, .			•		•	•			•	3,5	500	00	
Surplus, .				•		•	•			1,4	169	72	_
									_			_	\$ 134,669 72
								-	ī				
4.5			ption										
1. Date whe					tion	is the	reoi	were					
		lebo	rougl	to N	ort	h Attl	ebor	ough,	J	an. 9	, 18	70.	
opened From East	t Att	1:		mai	l fro	om E	ast A	Lttle-					
opened From East 2. Length of	mai	m m	ne or										
opened From East 2. Length of borough	mai h to	Nort	h At	tlebo	roug	gh,"	obno		4	mile	ю.		
opened From East 2. Length of borougl Length of	mai h to l mai	Nort in lii	h At	tlebo	in l	gh," Massa	chus	etts, .	4	mule -			-
opened From East 2. Length of borough Length of In other S 3. Length of	mai h to f mai states f line	Nort in lii 8,	h Att ne of	road	in l	Massa ·				mile -	15.		-
opened From East 2. Length of borough Length of In other S 3. Length of complet	mai h to l f mai states f line ted,	Nort in lii s, e wi	h Atone of the tr	road ack	in I laid,	Massa if r	oad i			-			- -
opened From East 2. Length of borougl Length of In other S 3. Length of complet 4. Length of	f mai h to l f mai states f line ted, f dou	Nort in lii s, e wi ible i	th Attention of the track	road road ack l	in I laid, nain	Massa if r	oad i		N	one.			<u>-</u>
opened From East 2. Length of boroug Length of In other S 3. Length of complet 4. Length of 5. Branches	f mai h to l f mai states f line ted, f dou owne	Nort in lings, e wind able to	th Attent of the track	road road ack l on n	in l laid, nain y,	Massa , if rolline,	oad i	s not	N	-	ю.		-
opened From East 2. Length of borough Length of In other S 3. Length of complet 4. Length of 5. Branches Name and track,—	f mai h to l f mai states f line ted, f dou owne l des	Nort in lings, e wi able to ed b cript	th Att ne of th tr track y con tion o	road ack don n on n npan	in laid, nain y, ch, s	if roline,	or de	not onble	N	one.	· ·		- -
opened From East 2. Length of borougl Length of In other S 3. Length of complet 4. Length of 5. Branches Name and track,— 6. Total leng	f mai h to l f mai states f line ted, f dou owne l dese gth o	Nortin lines, e wi ble ded b cript	th Attne of the track y contion of tranch	road road ack i on n npan of eac	in laid, nain y, ch, s	Massa , if roline, ingle	or do	s not ouble	N	one.	s.		- -
opened From East From East Length of borough Length of In other S Length of complet Length of Branches Name and track,— Total leng Massacl	mai h to l f mai states f line ted, dou owned dese gth o gth o huse	Nortin lings, e wind the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lings of the lines of the lines of the lines of the lines of the lines of the lings of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines of the lines	th Att ne of th tr track y con tion of ranche	road road ack i on m npan of each	in I laid, nain y, ch, s wned	Massa, if religion, line, ingle by co	or do	s not ouble pany, ny in	N	one.	is.		- - -
opened From East 2. Length of borougl Length of In other S 3. Length of complet 4. Length of 5. Branches Name and track,— 6. Total leng 7. Total leng	mai h to l f mai states f line ted, owned desc gth o gth o huse gth o	Nortin lines, e winder the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the left branch from the lef	th Att ne of th tr track y con tion of ranche	road road ack i on m npan of each	in I laid, nain y, ch, s wned	Massa, if religion, line, ingle by co	or do	s not ouble pany, ny in	N	one.	is.		- - - -

^{*} Length in all cases to be given in miles and decimals.

[Jan.

9. Length of double track on branches,	-	
10. Total length of road belonging to this company,	•	4 miles.
11. Aggregate length of sidings and other tracks		
not above enumerated,	1 mile.	
12. Same in Massachusetts,	-	-
13. Aggregate length of tracks belonging to this		
company, computed as single track,	5 miles.	
14. Same in Massachusetts,	-	-
15. Total length of steel rails in tracks belonging		
to this company,	None.	
(Weights per yard,)	-	-
16. Total length of steel-top rails in tracks belong-		
ing to this company,	-	-
(Weights per yard,)	-	•
17. Number of spans of bridges of 25 feet and up-	None.	
wards,		
18. Number of iron bridges (aggregate length, feet),	None.	
19. Number of wooden bridges (aggregate length,		
feet,)	None.	
20. Bridges built within the year,	None.	
21. Number of crossings of highways at grade,	Nine.	
22. Number of crossings of highways over railroad,	None.	
23. Number of crossings of highways under rail-		
road,	One.	
24. Number of highway bridges 18 feet above track,	None.	
25. Number of highway bridges less than 18 feet		
above track,	None.	
26. Number of crossings at which gates or flagmen		
are maintained,	One.	
27. Number of crossings at which there are neither	,	
gates nor flagmen,	Eight.	
28. Number of railroad crossings at grade, specify-		
	None.	
ing each, 29. Number of railroad crossings over other railroads,	Mode.	
	None.	
specifying each,	None.	
30. Number of railroad crossings under other rail-	None.	
roads, specifying each,		
41. Number telegraph offices in company's stations,	One.	
42. Number of telegraph stations operated by this	None.	
company,	моне.	
Rolling Stock.		
5		
[None.]		
Mileage, Traffic, &c.		
[Included in Report of Boston & Providence R. R.]		

List of Accidents in Massachusetts.

[None.]

H. F. BARROWS,
H. N. DAGGETT,
STEPHEN RICHARDSON,
Directors of the Attleborough Branch Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

Bristol, ss. November 2, 1874. Then personally appeared H. F. Barrows and H. N. Daggett and Stephen Richardson, and severally made oath to the truth of the foregoing statement by them subscribed.

H. M. DAGGETT, Jr., Justice of the Peace.

Name and Residence of Officers.

H. F. Barrows, *President*, North Attleborough; H. N. Daggett, *Treasurer*, Attleborough Falls; J. R. Bronson, *Clerk*, Attleborough; H. F. Barrows, H. N. Daggett, J. R. Bronson, Stephen Richardson, A. A. Folsom, *Directors*.

Proper Address for the Company.

ATTLEBOROUGH BRANCH RAILROAD COMPANY, ATTLEBOROUGH, MASS.

OF THE

BERKSHIRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased perpetually to the Housatonic R. R. Co. of Connecticut.a]

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$ 800,000 00
2. Capital stock authorized by votes of company,	600,000 00
3. Capital stock issued (number of shares, 6,000),	•
amount paid in,	600,000 00 ·
4. Capital stock paid in on shares not issued	·
(number of shares,),	
5. Capital stock, total amount paid in,	\$600,000 00
6. Capital stock paid in per mile of road owned	00.000.00
by company, [say]	27,272 72
7. Capital stock paid in, proportion for Massachusetts,*.	All.
8. Capital stock, number of shares issued not enti-	AII.
tled to dividends,	
9. Par value of shares, \$100 (the average price at	
which shares were sold, \$100).	
10. Number of stockholders	226
11. Amount of stock held in Massachusetts,	386,500 00
12. Number of stockholders in Massachusetts, .	120
Debt.	
13. Funded debt,	
14. Total amount of funded debt,	None.
15. Unfunded debt, incurred for construction, equip-	
ment or purchase of property, t	None.
16. Unfunded debt incurred for any other purpose,	
and for what,	
17. Other debts—current credit balances, &c.,	7,245 07
18. Total debt liabilities,	7,245 07
19. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such	•
securities and debt balances as do not repre-	
sent permanent investments,	
cont pointaion in todunction,	
CASH REALIZED, &C.	
23. Total cash realized from capital and debt in-	
curred for construction, equipment, &c.,	600,000 00
, ,	

a The Housatonic R. R. Co. leases the Berkshire, Stockbridge & Pittsfield and West Stockbridge Railroads, but, being a foreign corporation, makes no return.

* Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

investments.

 24. Total amount of income which has been pended (in addition to funds derived capital and debt) in construction, ement and purchase of property, 25. TOTAL MEANS APPLIED TO CONSTRUCT EQUIPMENT AND PURCHASE OF PROPER 26. Proportion of above for Massachusetts,* 	from quip- TION,	- \$500,000 11.	-
Cost of Road, Equipment and Property.			
CONSTRUCTION OF ROAD AND BRANCHES BUIL	i		A COO 000
 Total expended for construction, [supposed to 11. Average cost of construction per mile of built by company, 	road	\$27,272	\$ 600,000
12. Same per mile of single track built by	com-		
pany, not including sidings, 13. Proportion of cost of construction for M chusetts,*	8888-	27,272 600,000	
EQUIPMENT.		,	
[None.] PROPERTY: PURCHASED AND ON HAND, NOT CLUDED IN THE FOREGOING ACCOUNTS. 23. Stock of Berkshire road, 30 shares, worth,	r in-	6,000	00
30. Total property purchased, 31. Property in Massachusetts (including prope	. `.	•	6,000
of equipment),	• • [-	-
32. WHOLE AMOUNT OF PERMANENT INV	VEST-		606,000
33. Proportion for Massachusetts,	ANY,	11.	613,538
35. Amount of sinking and contingent funds their purpose,	, and	-	-
		ear.	-
Expenditures Charged to Capital Account du		ear.	Nothing.
their purpose,		- Coar.	Nothing.
Expenditures Charged to Capital Account du 18. Net addition to capital account for the year,	ring the T	Cear.	Nothing.
Expenditures Charged to Capital Account du 18. Net addition to capital account for the year, Revenue for the Year. [Received by Housatonic Railroad Counter of the year of the Year.] 1. Receipts from local passengers on roads company,	ring the T	by this	Nothing.
Expenditures Charged to Capital Account du 18. Net addition to capital account for the year, Revenue for the Year. [Received by Housatonic Railroad Count for the year of the Year.]	ring the T	by this	Nothing.
Expenditures Charged to Capital Account du 18. Net addition to capital account for the year, Revenue for the Year. [Received by Housatonic Railroad Conpany, 2. Receipts from local passengers on roads company, 2. Receipts from passengers from and to other operated by this company, 3. Receipts from passengers over other roads a of cars of this company,	ompany.]	by this	\$37,200 t
Expenditures Charged to Capital Account du 18. Net addition to capital account for the year, Revenue for the Year. [Received by Housatonic Railroad Count on the year, 2. Receipts from local passengers on roads company, 2. Receipts from passengers from and to other operated by this company, 3. Receipts from passengers over other roads of cars of this company, 4. Receipts for express,	ompany.]	by this	\$37,200 s
Expenditures Charged to Capital Account du 18. Net addition to capital account for the year, Revenue for the Year. [Received by Housatonic Railroad Conpany, 2. Receipts from passengers from and to other operated by this company, 3. Receipts from passengers over other roads of cars of this company, 4. Receipts for express, 5. Receipts for mails, 6. Total receipts from passenger department, 7. Receipts from local freight on roads operated.	ompany.] operated r roads ove	by this er roads	\$37,200 t
Expenditures Charged to Capital Account du 18. Net addition to capital account for the year, Revenue for the Year. [Received by Housatonic Railroad Company, 2. Receipts from local passengers on roads company, 3. Receipts from passengers from and to other operated by this company, 4. Receipts for express, 5. Receipts for mails, 6. Total receipts from passenger department, 7. Receipts from local freight on roads oper pany, 8. Receipts from freight from and to other	ompany.] operated r roads over	by this er roads for use	\$37,200 { } 2,619 (1,360 (41,679 (
Expenditures Charged to Capital Account du 18. Net addition to capital account for the year, Revenue for the Year. [Received by Housatonic Railroad Conpany, 2. Receipts from local passengers on roads company, 3. Receipts from passengers from and to other operated by this company, 4. Receipts for express, 5. Receipts for express, 6. Total receipts from passenger department, 7. Receipts from local freight on roads open pany, 8. Receipts from freight from and to other operated by this company, 9. Receipts from freight over other roads as a second control of the conpany, 1. Receipts from freight over other roads as a second control of the control of the conpany, 2. Receipts from freight over other roads as a second control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control	ompany.] operated r roads over	by this er roads for use	} \$37,200 8 } 2,619 6 1,360 6
Expenditures Charged to Capital Account du 18. Net addition to capital account for the year, Revenue for the Year. [Received by Housatonic Railroad Conpany, 2. Receipts from local passengers on roads company, 3. Receipts from passengers from and to other operated by this company, 4. Receipts for express, 5. Receipts for express, 6. Total receipts from passenger department, 7. Receipts from local freight on roads oper pany, 8. Receipts from freight from and to other operated by this company,	ompany.] operated r roads over as tolls, or ated by the roads over tolls, or for	by this er roads for use nis com-	\$37,200 { } 2,619 (1,360 (41,679 (

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

12. TOTAL EARNINGS, [received by Housatonic R. R. Co.,]		\$122,111 40 122,111 40
21. Percentage of income to capital stock and debt, 22. Percentage to means applied to construction, equipment	t, &c.,	
Expenses of Operating the Road for the Year.		
 7. TOTAL EXPENSES OF OPERATING THE ROAD, [by House Railroad Company] 8. Per mile of the road operated, 9. Per mile of single track operated, not including siding 	• •	\$92,044 60 4,183 84
10. Per train mile,		A11
Net Income, Dividends, &c.		
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES, [account to Housatonic Railroad Company]	ruing	\$30,06 6 80
INCOME OF THE BERKSHIRE RAILROAD COMPANY.		
Received from Housatonic Railroad Company for rent, Dividend on 80 shares Berkshire Railroad stock,		\$42,000 00 560 00 66 59
Total income,	781 3 2	\$42,626 59
General salaries and other expenses,	588 45	7,469 77
 3. Net income, 4. Percentage of same to capital stock and debt, 5. Percentage to total means applied to construction, equipment, &c., 6. Paid for interest, 	. 5.86 . 5.80	\$35,156 89
7. Dividends declared, 7 per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year, or deficit, 10. Surplus at commencement of the year, 11. Total surplus, 12. Paid to sinking funds in hands of trustees,		35,218 66 July 10, 1874 \$61 86 355, 45 293 58
General Balance Sheet at Closing of Accounts, Septem	mber 3	0, 1874.
Road leased to Housatonic Railroad Company, 80 shares Berkshire Railroad stock, worth, say		. \$600,000 00 . 6,000 00
Cash on hand,	•	. 7,538 60
Cr.		\$ 613,538 6 6
Capital stock,	6,000 6,000 7,245 293	00 07
Description of Road.		
1. Date when the road or portions thereof were opened for public use,—		

2. Length of main line of road, from Sheffield to West Stockbridge,*
West Stockbridge,*
In other States,
3. Length of line with track laid, if road is not completed,
4. Length of double track on main line, None.
5. Branches owned by company, None.
10. Total length of road belonging to this com-
pany,
not above enumerated, 2 miles.
12. Same in Massachusetts, 2 miles.
13. Aggregate length of tracks belonging to this
company, computed as single track, 24 miles. 14. Same in Massachusetts
14. Same in Massachusetts,
to this company, None.
(Weights per yard,)
16. Total length of steel-top rails in tracks belonging to this company. None.
ing to this company, None. (Weights per yard,)
17. Number of spans of bridges of 25 feet and up-
wards,
18. Number of iron bridges (aggregate length,
19. Number of wooden bridges (aggregate length,
385 feet),
20. Bridges built within the year, None.
21. Number of crossings of highways at grade, . 18
22. Number of crossings of highways over railroad, None. 23. Number of crossings of highways under rail-
road, None.
24. Number of highway bridges 18 feet above track, None.
25. Number of highway bridges less than 18 feet
above track, None. 26. Number of crossings at which gates or flagmen
are maintained, None.
27. Number of crossings at which there are neither
gates nor flagmen,
28. Number of railroad crossings at grade, specifying each, None.
29. Number of railroad crossings over other rail-
roads, specifying each, None.
30. Number of railroad crossings under other rail-
roads, specifying each, None.
ROADS BELONGING TO OTHER COMPANIES, OPER-
ATED BY THIS COMPANY UNDER LEASE OR CON-
TRACT.
[None.]
Rolling Stock.
[None.]
Mileage, Traffic, &c.
[As reported by Housatonic Railroad Company.]
1. Miles run by passenger trains,
cluding stops,

^{*} Length in all cases to be given in miles and decimals.

==			
3.	Rate of speed of accommodation trains, includ-		•
	ing stops,	36,037	-
	ing stops,	-	-
7.	including stops, Miles run by other trains, and for what pur-	-	-
	pose, . Total train miles run, . Number of through passengers (whole length	2,496	78,643
10.	of road),	5,069 86,172	•
11. 12.	Total number of passengers carried, . Total passenger mileage, or passengers carried		91,252
	One mile, Passenger mileage to and from other roads, Number of tons carried,	449,630 165,815	658,543
15. 16.	Total freight mileage, or tons carried one mile, Freight mileage to and from other roads,	1,978,912	2,173,0 £0
17.	Highest rate of fare per mile, for any distance, (2 miles),	5 cents.	
	Lowest rate of fare per mile, for any distance (single fare),	4.16 cents.	
	season tickets) received from passengers on roads operated by this company,	_	-
	Average rate of fare per mile received from passengers to and from other roads,* Average rate of fare per mile for season-ticket	2 1 cents.	
~1.	passengers, reckoning one round trip per day to each ticket, t	-	_
	Average rate of fare per mile for all passengers, Highest rate of freight per ton per mile, for	3 cents.	
24.	any distance, Lowest rate of freight per ton per mile, for any distance,	20 cents.	
25.	Average rate of freight per ton per mile on roads operated by this company,	3.26 cents.	
	Average rate of freight per ton per mile to and from other roads,*	-	-
	Average number of cars in passenger trains, including baggage cars,	-	-
	of 8 wheels),	-	-
30	locomotive and tender, in working order, exclusive of passengers,	-	-
υ.	locomotive and tender, in working order, exclusive of freight,	-	_
31.	Number of persons regularly employed by company, including officials,	-	-
	Classification of Business.		
	Passengers.		
1.	Passengers from other States,:		22,812
2.	Passengers going to other States,t Passengers travelling only within this State,		24,594 43,846

^{*} After deducting all allowances for tolls or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.
‡ Apply only to roads crossing the State line.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal, /	_	_	1	_	_
2. Bituminous coal,	_	-	82,040	_	_
3. Petroleum.	_	-	520	- 1	-
4. Railroad iron, including steel				1	
and steel-capped rails, .	-	_	- 1	- 1	_
5. Castings and other iron,	-	_'	610	- 1	-
6. Other metals,	-	_	-	- 1	-
7. Iron and other ores.	-	-	- 1	- 1	-
8. Stone and brick	-	-	10,153	-	-
9. Lime, cement and sand, .	- 1	-	8,200	-	_
10. Lumber	- !	-	2,580	-	_
11. Ice	- 1	_	· -	- 1	_
12. Live stock	- 1	-	1,560	- 1	_
13. Dressed carcasses, smoked					
and salted meats	-	-	130	-	_
14. Flour,	-	-	9,200	- 1	-
15. Grain,	-	-	50,400	-	_
16. Other agricultural products, .	- 1	-	1,800	· -	_
17. Manufactures not included				i	
above,*	-	-	8,970	- 1	_
18. Merchandise,*	_	_	23,300	l - i	_
19. Other articles,	-	-	21,322	-	-
20. Total tons carried,		-	165,815	-	-

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

List of Accidents in Massachusetts.

[None.]

W. H. BARNUM,
DAVID S. DRAPER,
Directors of the Housatonic Railroad Company.

STATE OF CONNECTICUT.

BRIDGEPORT, Ct., Ss. November 2, 1874. Then personally appeared Wm. H. Barnum and David S. Draper, and severally made oath to the truth of the foregoing statement by them subscribed.

C. K. AVERILL, Notary-Public.

Name and Residence of Officers.

John H. Coffing, President, Van Deusenville, Mass.; Daniel R. Williams, Treasurer and Clerk, Stockbridge; John H. Coffing, Van Deusenville, Mass.; John L. Dodge, Great Barrington, Mass.; Loring G. Robbins, Great Barrington, Mass.; Wm. H. Barnum, Lime Rock, Conn.; Daniel R. Williams, Stockbridge, Mass., Directors.

Proper Address of the Company.

D. R. WILLIAMS, Treasurer, STOCKBRIDGE, MASS.

OF THE

BOSTON & ALBANY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

	1	•
Capital Stock, Debts, &c.		
CAPITAL STOCK.	}	
1. Capital stock authorized by charter,	\$27,325,000	
2. Capital stock authorized by votes of company,	20,000,000	00
3. Capital stock issued (number of shares, 198,641);		
amount paid in,	19,864,100	00
4. Capital stock paid in on shares not issued (num-	Î	•
ber of shares,),	-	#10 0C4 100 00
5. Capital stock, total amount paid in,	1	\$19,864,100 00
6. Capital stock paid in per mile of road owned by company,	79,574	19
7. Capital stock paid in, proportion for Massachu-	10,014	17
setts.*	15,339,387	17
8. Capital stock, number of shares issued not en-	10,000,001	
titled to dividends,	_	_
9. Par value of shares, \$100; (the average price	1	
at which shares were sold, a).	1	
10. Number of stockholders,	5,377	
11. Amount of stock held in Massachusetts,	17,431,200	00
12. Number of stockholders in Massachusetts,	4,876	
DEBT.		
13. Funded debt as follows:—		
Seven per cent. bonds, due Feb. 1, 1892, rate	ĺ	
of interest, 7 per cent.,	4,790,000	00
Western R. R. bonds, due Oct. 1, 1875, rate of		•
interest, 6 per cent.,	665,000	00
Albany bonds, due July 1, 1876, rate of		
interest, 6 per cent.,	103,000	00
14. Total amount of funded debt,	·	5,558,000 00
15. Unfunded debt, incurred for construction,		, ,
equipment or purchase of property,	1,746,949	7 5
16. Unfunded debt incurred for any other purpose,	l	
and for what,		-
17. Other debts—current credit balances, &c.,	1,043,615	
18. Total debt liabilities,] 	8,348,564 90
sinking funds in hands of trustees, and such		
securities and debt balances as do not repre-	1	
sent permanent investments,		6,992,792 81
sont permanent in restinents;	l	0,000,100 01

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

a Two thousand shares sold at an average of \$142.18 per share; the balance at par.

	
00 D	Ar 107 100 01
20. Proportion of same for Massachusetts,*	\$5,405,428 84
21. Proportion of same per mile of road,	28,012 63
22. Contingent liabilities as guarantor of bonds or	•
debts of other corporations, specifying same,	
1	
Cash realized, &c.	
23. Total cash realized from capital and debt in-	
	27,432,086 84
curred for construction, equipment, &c., 44. Total amount of income which has been ex-	,,
pended (in addition to funds derived from	
capital and debte in construction canin	
capital and debts) in construction, equipment and purchase of property,	1 957 406 00
	1,357,486 00
25. Total means applied to construction,	****
EQUIPMENT AND PURCHASE OF PROPERTY, .	\$28,789,572 8
26. Proportion of above for Massachusetts,*	22,254,339 80
Cost of Road, Equipment, and Preperty.	
Consequences on Done on Dones on Dones	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY	
Company.	
1. Grading and masonry,	\$ 6,254,009 91
2. Bridging,	1,042,612 22
3. Superstructure, including rails,	5,715,293 04
4. Land, land damages and fences,	4,938,289 65
	4,000,200 00
5. Passenger and freight stations, wood-sheds and	0.490.149.96
water stations	2,430,143 36
6. Engine-houses, car-sheds and turn-tables,	485,717 84
7. Machine shops,	777,276 23
8. Interest paid during construction, discount, &c.	
9. Engineering, agencies, salaries and other ex-	
penses during construction,	1,642,298 12
10. Total expended for construction,	\$23,285,640 3
11. Average cost of construction per mile of road	,,
built by company,	93,280 62
12. Same per mile of single track built by company,	00,200 02
	£1 500 10
not including sidings,	51,599 10
13. Proportion of cost of construction for Massa-	10.040.091.00
chusetts,*	18,046,371 29
Former	
EQUIPMENT.	
14. Locomotives (number, 239),	1,557,870 17
15. Snow-plows on wheels (number, 9),	
16. Passenger, mail and baggage cars (number, 244),	485,800 58
17. Freight and other cars (number, 5,071),	2,409,375 03
18. Machinery and tools,	
19. Total for equipment,	4,453,045 7
	1,000,000
20. Average cost of equipment per mile of road op-	14 000 00
erated by company,	14,026 22
21. Proportion for Massachusetts * [82 per cent.], .	3,651,496 80
DEADERTY DURANTARE AND ON HAVE SOM SO	
PROPERTY PURCHASED AND ON HAND, NOT IN-	
CITTED IN THE PAPEAGING ACCOUNTS	
CLUDED IN THE FOREGOING ACCOUNTS.	
23. Stock of West Stockbridge Railroad, shares,	
23. Stock of West Stockbridge Railroad, shares, purchased for	13,000 00
23. Stock of West Stockbridge Railroad, shares, purchased for	13,000 00
23. Stock of West Stockbridge Railroad, shares, purchased for	13,000 00
23. Stock of West Stockbridge Railroad, shares, purchased for	13,000 00
23. Stock of West Stockbridge Railroad, shares, purchased for	13,000 00 475,485 00

Unless some very good reason exists to the contrary, this proportion should be for the miles
of road in this State compared with the whole. If made on a different basis, please state the
reasons therefor.

[Jan.

26. Steamboat property, , nominal amount, , purchased for		
27. Investments in transportation lines, nominal	-	_
amount, , purchased for	-	-
location),	\$119,678 442,722	
29. Other property purchased,		-
30. Total property purchased, 31. Property in Massachusetts (including proportion		\$1,050,886 6
of equipment),	-	- •
32. WHOLE AMOUNT OF PERMANENT INVEST-		28,789,572 8
3. Proportion for Massachusetts,	22,254,339	80
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY, 55. Amount of sinking and contingent funds, and		31,772,496 3
their purpose,— Albany Sinking Fund for payment of Albany		
bonds,	130,846	80
		<u> </u>
Expenditures Charged to Capital Account during the	e Year.	
1. Main line, extension or alteration of road, .	·. · ·	\$639,741 4
2. Branches, extension or alteration of road, specif 3. Double track extension,	tying each,	_
4. Land,		272,426 2
5. Passenger and freight stations, wood-sheds and tions.	water sta-	469,005 3
6. Engine-houses, car-sheds and turn-tables, .		27,717 8
6. TOTAL. 7. Property sold and credited capital account,		1,408,890 8
8. Net addition to capital account for the year,		1,408,890 8
Revenue for the Year.		
1. Receipts from local passengers on roads operat	ted by this	
company, 2. Receipts from passengers from and to other roads	over roads	\$1,792,544 6
operated by this company,		1,222,832 2
3. Receipts from passengers over other roads as tolls of cars of this company,	s, or for use	_
4. Receipts for express,		234,885 8
5. Receipts for mails,	• • •	131,400 65 3,381,663 4
7. Receipts from local freight on roads operated by	y this com-	
pany, 8. Receipts from freight from and to other roads	over reads	2,486,954 10
operated by this company,		2,796,645 0
9. Receipts from freight over other roads as tolls, or cars of this company,	r for use of	_
10. Total receipts from freight department,		5,283,599 2
1. Receipts as rents for use of road and equipm leased,	nent, when	39,617 2
2. Total earnings,		8,704,879 8
3. Per mile of road operated,	\$27,418 67	
gle track, not including sidings,	16,768.21	
15. Per train mile,	1.717 7,138,001 48	
7. Income from other roads,	• • •	_
ld. Income from rent of property other than road a ment, specifying same,	and equip-	81,366 97
, , , , , , , , , , , , , , , , , , , ,	- •	

19. Income from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, &c., specifying same),	-
East Boston wharves and warehouses,	\$104,987 40 71,893 64
Total income from foregoing sources,	\$8,963,127 87
Accretions of Albany sinking fund, 10,442 38	46,693 88
20. TOTAL INCOME [from all sources],	\$9,009,821 75
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
 Repairs of road, exclusive of bridges and new rails,* New iron rails, deducting old rails sold and on hand (number 	\$865,885 87
of miles, 14.52, weight per yard, 63 lbs.),*	49,368 00
_ miles, 127, weight per yard, 63 lbs.,),	532,799 57
4. Repairs of bridges,	120,316 46
5. Repairs of buildings and fixtures (station),	106,517 60
 Repairs of and additions to machine-shops and machinery, Repairs of fences, road crossings and signs, 	3,331 20
8. Total,	1,678,218 70
9. Proportion of same to passenger department,† \$654,960 57	2,010,020 10
10. Proportion of same to freight department, 1,023,258 13	
11. Of the above total there was expended for other than ordi-	
nary repairs,	_
CLASS 2.—General Traffic Expenses.	
1. Taxes, State and local,	372,935 41
2. General salaries, office expenses and miscellaneous not em-	
braced in Classes 3 and 4,	134,621 42
3. Insurance premiums and losses by fire and damages for fires	* 400 00
set by engines,	7,469 00
4. Repairs of locomotives,	473,455_73
6. New locomotives (charged to operating expenses),	126,000 00
7. New snow-plows (charged to operating expenses),	7,000 00
8. Removing ice and snow	8,356 77
9. Fuel—20,144 cords of wood, cost \$117,059.42; 112,779 tons of	
coal, cost \$908,685.70,	1,025,745 12
10. Coal at stations,	22,053 39
11. Oil and waste,	96,529 51 739,242 48
13. Telegraph expenses,	18,065 00
14. TOTAL,	3,031,473 83
 15. Proportion belonging to passenger department,† \$1,183,048 51 16. Proportion belonging to freight department,† 1,848,425 32 	·
Class 3.—Passenger-Train Expenses.	
1. Repairs of passenger, mail and baggage cars,	162,949 38
2. New passenger, mail and baggage cars (charged to operat-	•
ing expenses),	41,000 00
3. Dumages and gratuities, passenger,	65,106 81
4. Salaries, wages and incidentals of passenger department, .	406,695 20
· ·	

Including labor and materials in new sidings.
 Computed on gross receipts from passenger and freight departments.

5. Amount paid other corporations or individuals not operating	
roads, for use of passenger cars, and repairs of same," .	A CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH
6. TOTAL,	\$675,751 39
0	
CLASS 4.—Freight-Train Expenses, 1. Repairs of freight cars,	350,725 69
	58,200 00
2. New freight cars charged to operating expenses,	30,828 43
4. Salaries, wages and incidentals of freight department,	723,013 64
5. Paid corporations or individuals not operating roads for use	100,010 01
of freight cars,	1,162,767 76
7. TOTAL EXPENSES FOR OPERATING THE ROAD, EMBRACED IN	2,200,101 10
Classes 1, 2, 3, 4,	6,548,211 68
8. Per mile of the road operated, \$20,625 59	
9. Per mile of single track operated, not including sidings,	
0. Per train mile,	
1. Proportion for Massachusetts, [82 per cent.] . 5,338,168 62	
2. Percentage of expenses to income,	
s. recentage or expenses to meome,	
Net Income, Dividends, &c.	
1. NET INCOME ABOVE OPERATING EXPENSES [excluding from	
income the premium on bonds and accretion of sinking	
fund],	\$2,414,916 19
Total net income,	2,461,610 07
2. Amount paid other companies as rent for use of road, speci-	
fying each company, the amount, and basis on which rent	
is computed:—	
Dividends on Pittsfield & North Adams Rail-	
road on \$450,000, at 6 per cent. per annum, \$27,000 00	
Dividend on Ware River Railroad, \$750,000,	
at 5 per cent. 1st year,	C1 =00 00
3. Net income above operating expenses, and amount paid for rent of	64,500 00
roads,	\$2,397,110 07
4. Percentage of same to capital stock and debt 8.89	pajoorjitto or
5. Percentage to total means applied to construction,	
equipment, &c., 8.33	
6. Paid for interest,	341,554 18
7. Dividends declared, 10 per cent for the year, amount,	1,986,410 00
8. Date of last dividend declared,	May 15, 1874.
9. Balance for the year or surplus,	69,145 89
0. Surplus at commencement of the year [\$3,263,899.99; add	1000
premium on stock and bonds, \$226,785.59],	3,490,685 58
1. TOTAL SURPLUS,	3,559,831 47
2. Paid to sinking funds in hands of trustees,	Nothing.
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. Total receipts from Passenger Department, as per "Rev-	Annual Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the
enue for the Year," No. 6,	\$3,381,663 41
2. (Total receipts per train mile, \$2.454.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	654,960 57
4. Expenses, proportion of "General Traffic Expenses," as per	0.000
Class 2, No. 15,	1,183,048 51
5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	675,751 39
6. TOTAL EXPENSES,	2,513,760 47
7. (Total expenses per train mile, \$1.824.)	000 000 04
8. NET EARNINGS,	867,902 94
9. (Net earnings per train mile, \$0.630.)	

^{*} As the Pullman, Wagner, or other drawing-room and sleeping-cars.

Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. Total receipts from Freight Department, as per "Revenue	, [
for the Year," No. 10,	\$5,283,599 21
2. (Total receipts per train mile, \$1.431.)] - / /
3. Expenses, proportion of "Maintenance of Way and Buildings,"	1 000 050 10
as per Class 1, No. 10, . 4. Expenses, proportion of "General Traffic Expenses," as per	1,023,258 13
Class 2, No. 16,	1,848,425 32
5. Expenses, "Freight-Train Expenses," as per Class 4, No. 6,	1,162,767 76
6. Total expenses,	4,034,451 21
7. (Total expenses per train mile, \$1.093.)	10.0.40.00
8. NET EARNINGS,	1,249,148 00
9. (Net earnings per train mile, \$0.338.)	<u> </u>
General Balance Sheet at Closing of Accounts, September 3	10, 1874.
Dr. Cost of road and equipment,	. \$27,738,686 15
South Boston property,	. 442,722 73
Hudson River bridges,	. 475,485 00
Notes receivable,	. 86,833 41
,	
Material,	1,627,151 44
Real estate and lands,	. 119,678 96
Ledger balances due from individuals and corporations, .	. 323,056 69
Trustees of Albany sinking fund,	. 130,846 80
West Stockbridge Railroad stock,	. 13,000 00
Cash,	. 815,035 19
	\$31,772,496 37
Cr.	4 01,11 0 ,100 01
Cr. Capital stock, 198.641 shares	- , ,
Capital stock, 198,641 shares, \$19,864,100 0	
Capital stock, 198,641 shares, \$19,864,100 0 Albany City bonds, \$103,000 00	
Capital stock, 198,641 shares,	
Capital stock, 198,641 shares,	0
Capital stock, 198,641 shares, \$19,864,100 0 Albany City bonds, \$103,000 00 Western Railroad bonds, 665,000 00 Seven per cent. bonds,	0 0 5
Capital stock, 198,641 shares, \$19,864,100 00 Albany City bonds, \$103,000 00 Western Railroad bonds, 665,000 00 Seven per cent. bonds,	0 0 5
Capital stock, 198,641 shares, \$19,864,100 00 Albany City bonds, \$103,000 00 Western Railroad bonds, 665,000 00 Seven per cent. bonds,	00 5 88 90
Capital stock, 198,641 shares, \$19,864,100 0 Albany City bonds, \$103,000 00 Western Railroad bonds, 665,000 00 Seven per cent. bonds,	00 00 55 00 00
Capital stock, 198,641 shares, \$19,864,100 0 Albany City bonds, \$103,000 00 Western Railroad bonds, 665,000 00 Seven per cent. bonds,	00 5 5 88 90 90
Capital stock, 198,641 shares,	00 5 5 88 90 90
Capital stock, 198,641 shares,	00 5 5 88 90 90 90
Capital stock, 198,641 shares,	00 5 5 88 90 90 99
Capital stock, 198,641 shares,	00 5 5 88 90 90 99
Capital stock, 198,641 shares,	00 5 5 88 90 90 99
Capital stock, 198,641 shares,	00 5 5 88 90 90 99
Capital stock, 198,641 shares,	00 5 5 88 90 90 99
Capital stock, 198,641 shares,	00 5 5 88 90 90 99
Capital stock, 198,641 shares,	00 5 5 88 90 90 99

^{*} Lengths to be given in miles and decimals.

_			
	Length of main line of road in Massachusetts, .	162.35	
	In other States,—		
_	Length of main line of road in New York,	39.30	
3.	Length of line with track laid, if road is not		
	completed,	-	-
	Length of double track on main line,	201.65	
5.	Branches owned by company:—	0.00	
	Grand Junction, single track, length,	9.30	
	Brookline, " "	1.55 1.10	
	Newton Lower Faits, "	3.70	
	Saxonville, " " Milford. " "	12	
	Millbury, " "	3	
	Chatham & Hudson, "	17.33	
6	Total length of branches owned by company, .	17.00	47.98
	Total length of branches owned by company in		41.00
••	Massachusetts	30.65	
8.	In other States.—	00.00	
	Total length of branches owned by company in		
	New York.	17.33	
9.	Length of double track on branches,	_	_
10.	Total length of road belonging to this com-		
	pany,		249.63
11.	Aggregate length of sidings and other tracks		
	not above enumerated,	138.35	
	Same in Massachusetts,	111.79	
13.	Aggregate length of tracks belonging to this	#00 00	
	company, computed as single track,	589.63	•
	Same in Massachusetts,	467.14	
19.	Total length of steel rails in tracks belonging	000 099	
	to this company,	298.973	
16	(Weights per yard, 63 lbs.) Total length of steel-top rails in tracks belong-		
LU.	ing to this company,	2.25	
	(Weights per yard, 63 lbs.)	2.20	
17.	Number of spans of bridges of 25 feet and up-		
	wards,	108	
18.	Number of iron bridges (aggregate length, feet,		
	1,910),	10	
19.	Number of wooden bridges (aggregate length,		
	feet, 7,364),	71	

20.

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
East Chatham, Fourth bridge east of Becket, Trowbridge Bridge, Warren, First west of Chester, Cutler's Mills Bridge, Conn. River Bridge,	Plate,	Iron,	45 feet 2 in., . 64 "	January, 1874. November, 1873. December, 1878. September, 1874. February,
21. Number of cros 22. Number of cros 23. Number of cro road, 24. Number of high	sings of highwassings of high	ays over railroad ways under rai	1- 44	

25. Number of highway bridges less than 18 feet above track,	50	
26. Number of crossings at which gates or flagmen		
are maintained,	42	
gates nor flagmen,	195	
28. Number of railroad crossings at grade, specifying each,	10	
29. Number of railroad crossings over other rail-	10	
roads, specifying each,	-	-
30. Number of railroad crossings under other railroads, specifying each,	1	
-	•	
ROADS BELONGING TO OTHER COMPANIES, OPER- ATED BY THIS COMPANY UNDER LEASE OR CON-	ļ	
TRACT.	ļ	
31. Name, description and length of each,—	10.05	
Pittsfield & No. Adams Railroad, length,*	18.65 49.20	
32. Total length of above roads,		67.85
 Total length of above roads in Massachusetts, Total length of above roads in other States, 		67.85
specifying each,	-	_
35. Total miles of road operated by this company,	İ	317.48
36. Total miles of road operated by this company in Massachusetts,		260.85
77. Number of stations on all roads operated by		
this company,	102 88	
9. Miles of telegraph on line of road operated by	ω	
this company,	-	-
O. Miles of telegraph owned by this company, 1. Number of telegraph offices in company's sta-	-	-
tions,	55	
22. Number of telegraph stations operated by this company.	50	
3. Number of telegraph stations operated jointly		
by railroad and telegraph company,	5	

Rolling Stock.

	Total number.	Value.	Per mile road operated.
1. Locomotives (average weight of engines in working order, 30 tons),	239	-	_
2. Tenders (average weight of tenders full of fuel and water, tons),	239	\$ 1,55 7 ,870 17	.75
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 39 feet 3 in., .	_	-	-

^{*} Lengths to be given in miles and decimals.

Rolling Stock-Continued.

Rolling Stock—Continu	ea.		
	Total number.	Value.	Per mile road operated.
4. Total length of heaviest engine and tender over all, 46 feet 3 in., 5. Snow-plows (average weight, 15 tons), 6. Passenger cars (average weight, 18 tons.), Passenger cars (average weight, 18 tons.), 7. Mail and baggage cars (av. weight, 16 tons.), 8. 8-wheel box freight cars (av. weight, 16 tons.), 9. 4-wheel box freight cars (av. weight, 9 tons.), 8-wheel coal cars (av. weight, 7 tons.), 8-wheel coal cars (av. weight, 7 tons), 11. 4-wheel platform cars (av. weight,), 12. Other cars (coal, gravel, &c.), 13. Total value, 14. Total freight cars, including coal, &c., on a basic of 8 wheels, 15. Number of locomotives equipped with train brakes,	9 190 54 2,851 561 1,150 509	\$485,800 58 - - 2,409,375 03 \$4,453,045 78	092 .60 1: 8.96 7: 5.22
(Kind of brake, Westinghouse and Vacuum.) 16. Number of cars equipped with train brakes, (Kind of brake, Westinghouse and Vacuum.) 17. Number of passenger cars with Miller platform and buffer,	166	-	-
Mileage, Traffic, &c. 1. Miles run by passenger trains, 2. Rate of speed of express passenger trains, including stops, 3. Rate of speed of accommodation trains, including stops, 4. Miles run by freight trains, 5. Rate of speed of express freight trains, including stops, 6. Rate of speed of accommodation freight trains, including stops, 7. Miles run by other trains, and for what purpose, 8. Total train miles run, 9. Number of through passengers (whole length of road), 10. Number of local passengers (over part of road), 11. Total number of passengers (over part of road), 12. Total passenger mileage, or passengers carried one mile, 13. Passenger mileage to and from other roads, 14. Number of tons carried, 15. Total freight mileage, or tons carried one mile, 16. Freight mileage to and from other roads, 17. Highest rate of fare per mile, for any distance, (single fare), 19. Average rate of fare per mile (not including season tickets) received from passengers or	33 mi 25 mi 3,600 12 mi - 85 77 5,812 48,450 2,668 195,894 5 cent	iles per hour. iles per hour. 3,159 iles per hour. 5,613 5,069, 7,073 2,309 5,889, 122,063, 1,222 2,403 290,672, 1,122 18.	382 286
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.61 c	ents.	

 20. Average rate of fare per mile received from passengers to and from other roads," 21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,† 22. Average rate of fare per mile for all passengers, 23. Highest rate of freight per ton per mile, for any distance, 24. Lowest rate of freight per ton per mile, for any distance, 25. Average rate of freight per ton per mile on roads operated by this company, 26. Average rate of freight per ton per mile to and from other roads, 27. Average number of cars in passenger trains, including baggage cars, 28. Average number of cars in freight trains (basis of 8 wheels), 29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers, 30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight, 31. Number of persons regularly employed by company, including officials, 	2.52 cents. 1.02 cents. 2.47 cents. 53 cents. 4 cent. 2.62 cents. 1.42 cents. 6 18 156 tons. 212 tons. 5,542
Classification of Business.	
Passengers. 1. Passengers coming from other States,† 2. Passengers going to other States,† 3. Passengers travelling only within this State, 4. Total season-ticket passengers (round trip), 5. Passengers to Boston (including season),§ 6. Passengers from Boston (including season),§ 7. Season-ticket passengers to and from Boston (on daily),§ .	96,607 106,076 5,684,699 1,317,011 2,152,699 1,681,780 e round trip

After deducting all allowances for tolls, or use of care, &c.
 † If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.
 † Apply only to roads crossing the State line.
 § Apply only to the roads terminating in Boston.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal	204,090	_	75,049	49,019	85
2. Bituminous coal	82,400	_	45,427	45,427	
8. Petroleum,	45,040	900	5,838	4,077	85,70
4. Railroad iron, including steel			1		
and steel-capped rails, .	6,291	430	13,621	7,855	2,78
5. Castings and other iron, .	18,907	17,777	84,517	14,073	10.68
6. Other metals,	2,388	192	745	521	1,84
7. Iron and other ores	14,332	16,072	7,817	.164	2,000
8. Stone and brick	11,287	4,767	86,450	18,742	41,48
9. Lime, cement and sand	7,640	5,362	17,388	5,079	1,83
10. Lumber,	104,922	889	88,672	29,166	95,68
11. Ice,		1,858	18,778	1,301	7,95
12. Live stock,	205,005	_	8,062	1,057	16,76
13. Dressed carcasses, smoked	-		i i		•
and salted meats,	84,860	878	6,559	1,887	50,460
14. Flour,	217,106	871	10,916	4,922	120,654
15. Grain,	801,087	940	25,461	15,441	140,87
lo. Other agricultural products, .	81,581	8,519	18,832	7,862	19,390
17. Manufactures not included					
above, *	20,028	54,728	90,900	16,082	51,587
l8. Merchandise,*	189,828	92,939	304,966	145,598	249,21
19. Other articles,	998	888	4,872	1,387	6,16
0. Total tons carried,	1,447,785	201,510	858,870	864,155	855,46

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

List of Accidents in Massachusetts.

			FROM CAUSES BETOND THEIR OWN CONTROL.		FROM THEIR	TOTAL.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			-	-	2	_	2	_
Employés, .			-	-	15	_	15	_
Others, .	•	$ \cdot $	-	-	28	-	28	-

Statement of each Accident.

October 7, 1873.—John Lynch, while getting on a moving passenger train at Newton, was run over and killed.

October 11.—Frank C. Miner, employé, fell from train at West Brookfield, was run over and killed.

October 13.—Thomas Bourke, employé, walking on track at West Warren, was run over and killed.

October 15.-E. J. Smith, employé, fell from train in Boston.

October 21.—Joseph Larive, walking on track at Jamesville, struck by engine and killed.

October 31.—Unknown man, walking on track at West Brookfield, was run over and killed.

November 1.—Elizabeth Hanathy, walking on track near New Worcester, was run over and killed.

[†] Apply only to the roads terminating in Boston.

November 1.—James Keefe, walking on track near Worcester, was run over and killed.

November 4.—Thomas Sullivan, employ6, at West Springfield, was run over and killed.

November 4.—John J. Galucia, boy, riding on freight train in Boston, struck by bridge and killed.

December 5.—John Foley, employé, struck by train in Boston and died the 8th.

December 9.—J. C. Roberts, threw himself in front of train near Brookline Junction, was run over and killed.

January 1, 1874.—E. J. Raymond, employé, fell from bridge at Springfield and was killed.

January 6.—Charles G. Chamberlain, walking on track at Natick, killed by engine.

January 16.—Benj. McGraham, employé, caught his foot in guard rail near Rice's Crossing, was run over and killed.

January 24.—J. K. Hightman, walking on track at South Framingham, was killed by engine.

January 27.—Hugh Connell, fell from train at South Framingham, was run over and killed.

February 10.—George Munroe, boy, getting on moving freight train near Jamesville, was run over and killed.

February 25.—Unknown man, walking on track between Worcester and Millbury, was run over and killed.

March 7.—Abby M. Waltz, secreted herself under train in Boston, was run over and killed.

March 9.—Eliza Rouke, walking on track near Palmer, was run over and killed.

March 16.—Unknown man, walking on track in Boston, was run over and killed.

March 18.—George Cummings, getting on moving freight train at Pittefield, was run over and killed.

March 24.—Joseph Lamton, employé, coupling cars at Worcester, was run over and killed.

April 30.—W. H. McCormick, employé, fell from freight train at Ashland, was run over and killed.

May 3.—John Killiher, walking on track at Wilbraham, was run over and killed.

May 12.—Francis Leonard, walking on side track at Springfield, was run over by switch-train of the N. Y., N. H. & H. R. R., said train and men belonging to and under control of N. Y., N. H. & H. R. R.s.

May 25.—Ebenezer Ashley, walking on track near West Springfield, was run over and killed.

May 31.—Louis Guvias, employé, fell from train near Spencer, was run over and killed.

June 8.—Unknown man, getting on freight train at Pittafield, was run over and killed.

June 13.—Watson E. Doolittle, employé, fell from train near Palmer, was run over and died same day.

June 18.-J. T. Keogh, boy, crossing track at Brighton, was run over and killed.

a Reported by the N. Y., N. H. & H. R. R. Co. Number of killed on Boston & Albany road is therefore 44.

June 23.—William J. Allen, employé, coupling cars at West Springfield, was run over and died the same day.

July 22.—Robert Watts, walking on track at West Warren, struck by train and killed.

July 22.—Unknown man, walking on track near Newton, struck by train and killed.

July 24.—H. McCullough, sitting on track between Millbury and Grafton, struck by train and killed.

July 28.—Martin Finn, employé, injured at Natick; died August 16.

August 6.—Andrew McCarty, boy, playing in yard at Boston, was run over and killed.

August 8.—John Regan, asleep on track at West Springfield yard, was run over and killed.

August 28.—Austin M. Evans, boy, crossing track at Worcester, was run over; died the 29th.

September 4.—Amadio Gamboga, walking on track east of Worcester, was run over and killed.

September 10.—Jerre Haley, lying on track near Springfield, was run over and killed.

September 17.—James Martin, employé, killed at Springfield, falling off an embankment.

September 19.—James Carr, employé, fell from train at Baldwinsville, was run over and killed.

September 26.—James Lovell, walking on track near Hinsdale, was struck by train and killed.

C. W. CHAPIN,
IGNATIUS SARGENT,
HENRY COLT,
EDWARD B. GILLETT,
GEO. O. CROCKER,
CHARLES L. WOOD,
L. R. NORTON,
MOSES KIMBALL,
JAS. M. BEEBE,
GINERY TWICHELL,
E. P. CARPENTER,
D. WALDO LINCOLN,

Directors of the Boston & Albany Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. November 4, 1874. Then personally appeared C. W. Chapin, Ignatius Sargent, Henry Colt, Edwin B. Gillett, Geo. O. Crocker, Charles L. Wood, L. R. Norton, Moses Kimball, James M. Beebe, Ginery Twichell, E. P. Carpenter and D. Waldo Lincoln, and severally made oath to the truth of the foregoing statement by them subscribed, to the best of their knowledge and belief.

CHAS. E. STEVENS, Justice of the Peace.

Name and Residence of Officers.

Chester W. Chapin, President, Springfield; D. Waldo Lincoln, Vice-President, Worcester; William Bliss, General Manager, Boston; Chas. E. Stevens, Treasurer, Boston; Charles O. Russell, Superintendent, Springfield; James A. Rumrill, Secretary, Springfield.

Proper Address for the Company.

BOSTON & ALBANY RAILROAD COMPANY, SPRINGFIELD, MASS., or BOSTON, MASS.

[Jan.

REPORT

OF THE

BOSTON, BARRE & GARDNER RAILROAD CORPORATION,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$1,200,000 00	
2. Capital stock authorized by votes of company,	900,000 00	
3. Capital stock issued (number of shares, 8,422);	842,200 00	
amount paid in, 4. Capital stock paid in on shares not issued (num-	042,200 00	
ber of shares, 427),	21,701 73	
5. Capital stock, total amount paid in,	22,702 10	\$863,901 73
6. Capital stock paid in per mile of road owned		4,
by company,	23,733 56	
7. Capital stock paid in, proportion for Massachu-	•	
setts,*	863,901 73	
8. Capital stock, number of shares issued not en-	ST	
titled to dividends,	None.	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).		
10. Number of stockholders,	245	
11. Amount of stock held in Massachusetts.	860,764 00	_
12. Number of stockholders in Massachusetts, .	240	•
DEBT. 13. Funded debt as follows,—		
1st mortgage bonds, due April 1, 1893, rate of interest, 7 per cent.,	150,900 00	
2d mortgage bonds, due , rate of in-	200,000	
terest ,	None.	
3d mortgage bonds, due , rate of in-		
terest ,	None.	450.000.00
14. Total amount of funded debt,		150,900 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	229,000 00	
16. Unfunded debt incurred for any other purpose,	223,000 00	
and for what,	None.	
17. Other debts—current credit balances, &c.,	8,356 78	
18. Total debt liabilities,	-,	388,256 78
Amount of debt liabilities after deducting cash, 		•
sinking funds in hands of trustees, and such		
securities and debt balances as do not repre-		000 000 00
sent permanent investments,	270 700 72	379,780 73
vii Proportion of Maine for Massachhaetts."	379,780 73	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.
† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

investments.

21. Proportion of same per mile of road,	\$ 10,433 53
22. Contingent liabilities as guarantor of bonds or	None.
debts of other corporations, specifying same,	None.
CASH REALIZED, &C.	
3. Total cash realized from capital, and debt in-	4 300 00# 40
curred for construction, equipment, &c.,	1,223,895 60
24. Total amount of income which has been expended (in addition to funds derived from	
capital and debts) in construction, equip-	
ment and purchase of property,	13,792 69
25. Total means applied to construction,	
EQUIPMENT, AND PURCHASE OF PROPERTY, .	\$1,237,688 29 1,237,688 29
26. Proportion of above for Massachusetts,*	1,237,000 29
Cost of Road, Equipment, and Property.	
Construction of Road and Branches built by Company.	•
1. Grading and masonry,	\$ 504,755 28
2. Bridging,	8,147 52
3. Superstructure, including rails,	356,673 83
4. Land, land damages and fences,	104,373 10
5. Passenger and freight stations, wood-sheds and water stations,	44,356 23
6. Engine-houses, car-sheds and turn-tables,	8,425 81
7. Machine shops,	1,237 93
8. Interest paid during construction, discount, &c.,	12,641 19
9. Engineering, agencies, salaries and other ex-	54 618 07
penses during construction,	54,618 07 \$1,095,228 96
11. Average cost of construction per mile of road	\$2,000,000 00
built by company,	30,088 71
12. Same per mile of single track built by com-	30,088 71
pany, not including sidings,	30,000 71
chusetts,*	1,095,229 04
EQUIPMENT.	
14. Locomotives (number, 5),	45,028 30
15. Snow-plows on wheels (number, 2),	2,348 20
16. Passenger, mail and baggage cars, (number, 8),	30,397 52
17. Freight and other cars (number, 81),	53,088 07 11,597 24
18. Machinery and tools,	142,459 33
20. Average cost of equipment per mile of road op-	110,200 00
erated by company,	3,913 72
21. Proportion for Massachusetts,*	142,459 40
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS.	
[None.]	·
31. Property in Massachusetts (including portion	
of equipment),	
MENTS,	1,237,688 2
33. Proportion for Massachusetts,	1,237,688 29 1,259,381 70
24 TOWAR DOCUMENT AND ADDRESS OF THE COLUMN AND ADDRESS !	1,209,381 7(
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY, 35. Amount of sinking and contingent funds and	, ,

Unless some very good reason exists to the contrary, this proportion should be for the miles
of road in this State compared with the whole. If made on a different basis, please state the
reasons therefor.

Expenditures Charged to Capital Account during the Year.	
1. Main line, extension or alteration of road,	\$177,094 04
2. Branches, extension or alteration of road, specifying each,	None.
3. Double track extension,	None.
	None.
4. Land,	MOHO.
Stations	1,943 42
	653 99
6. Engine-houses, car-sheds and turn-tables,	None.
7. New locomotives,	
8. New snow-plows,	None.
9. New passenger cars [balance],	805 00
16. TOTAL,	180,496 45
17. Property sold and credited capital account,	None.
18. Net addition to capital account for the year,	180,496 45
Revenue for the Year.	
1. Receipts from local passengers on roads operated by this	
company, a	\$42,430 71
2. Receipts from passengers from and to other roads over roads	,, ·
operated by this company.	15,684 55
3. Receipts from passengers over other roads as tolls, or for use	
of cars of this company,	None.
4. Receipts for express,	4,514 81
5. Receipts for mails,	3,271 85
6. Total receipts from passenger department,	65,901 92
7. Receipts from local freight on roads operated by this com-	00,002 00
pany,	32,560 54
8. Receipts from freight from and to other roads over roads	00,000 03
operated by this company,	13,042 90
9. Receipts from freight over other roads as tolls, or for use of	10,046 80
	None.
cars of this company,	
10. Total receipts from freight department,	45,603 44
11. Receipts as rents for use of road and equipment, when	N7
leased,	None.
12. TOTAL EARNINGS,	111,505 36
13. Per mile of road operated, \$3,063 33	
14. Per mile of road operated,—computed as sin-	
gle track, not including sidings, 3,063 33	
15. Per train mile,	
16. Proportion for Massachusetts,	
17. Income from other roads,	None.
18. Income from rent of property other than road and equip-	
ment, specifying same [lands and houses],	684 21
19. Income from all other sources (including accretions from	
sinking funds, investments in stocks, bonds, steamboat	
property, transportation lines, &c., specifying same),	None.
20. Total income,	112,189 57
21. Percentage to capital stock and debt, 9.02	
22. Percentage to means applied to construction, equip-	
ment, &c., 9.064	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating	
expenses).	#14 01E 00
1. Repairs of road, exclusive of bridges and new rails,*	\$ 16,315 3 9
2. New iron rails, deducting old rails sold (number of miles,	N
, weight per yard, lbs),*	None.
3. Steel rails, deducting old rails sold (number of miles, weight per yard, lbs.),	N T
weight per yard, lbs.),	None.
4. Repairs of bridges,	19 50

From Gardner to Winchendon, operated only nine months.
 Including labor and materials in new sidings.

5. Repairs of buildings and fixtures (station),6. Repairs of and additions to machine-shops and machinery, .	\$126 00 None.
7. Repairs of fences, road crossings, and signs, 8. Total,	None. 16,460 89
9. Proportion of same to passenger department,* \$9,728 72	10,400 03
10. Proportion of same to freight department, 6,732 17	
11. Of the above total there was expended for other than ordinary repairs,	_
CLASS 2.—General Traffic Expenses.	
1. Taxes, State and local,	1,427 70
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	7,637 44
3. Insurance premiums and losses by fire and damages for fires	
set by engines,	766 94 3,001 08
5. Repairs of snow-plows,	125 00
6. New locomotives (charged to operating expenses),7. New snow-plows (charged to operating expenses),	None. None.
8. Removing ice and snow,	26 90
9. Fuel—2,8271 cords of wood, cost \$11,586.69; 53410 tons of	15 011 00
coal, cost \$4,224.33,	15,811 02 Nothing.
11. Oil and waste,	1,261 05
12. Switchmen, watchmen, flag and signal men, [included in Classes 3 and 4, No. 4],	_
13. Telegraph expenses [included in Class 2, No. 2],	
14. TOTAL, 15. Proportion belonging to passenger department,* \$17,764 37	30,057 13
16. Proportion belonging to freight department,* 12,292 76	
CLASS 3.—Passenger-Train Expenses. 1. Repairs of passenger, mail and baggage cars, 2. New passenger, mail and baggage cars (charged to operat-	2,670 27
ing expenses),	None.
 Damages and gratuities, passenger, Salaries, wages and incidentals of passenger department, 	None. 14,410 86
5. Amount paid other corporations or individuals not operating	14,410 00
roads, for use of passenger cars, and repairs of same,† 6. Total,	Nothing. 17,081 13
CLASS 4.—Freight-Train Expenses.	17,001 13
1. Repairs of freight cars,	2,418 71
2. New freight cars charged to operating expenses,	None.
3. Damages and gratuities, freight,	266 88 18,271 35
5. Paid corporations or individuals not operating roads for use	
of freight cars,	Nothing. 20,956 94
7. Total expenses of operating the road, embraced in	
CLASSES 1, 2, 3, 4, . 8. Per mile of the road operated,	84,556 09
9. Per mile of single track operated, not including sidings,	
10. Per train mile,	
11. Proportion for Massachusetts, 84,556 09 12. Percentage of expenses to income,	
Het Income, Dividends, &c.	
 TOTAL NET INCOME ABOVE OPERATING EXPENSES, Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed,— 	\$27,633 48

^{*} Computed on *gross receipts* from passenger and freight departments. † As the Pullman, Wagner or other drawing-room and sleeping-cars.

[Joint use of 2.82 miles of the track of the Worcester &	
Nashua R. R. Co. for passenger trains, at \$450 per month],	\$5,400 00
3. Net income above operating expenses and amount paid for rent	40,200 00
of roads,	22,233 48
4. Percentage of same to capital stock and debt, . 1.78	,
5. Percentage to total means applied to construction,	
equipment, &c., 1.796	
6. Paid for interest,	21,610 31
7. Dividends declared, per cent. for the year, amount,	None.
8. Date of last dividend declared,	None.
9. Balance for the year or surplus,	623 17
0. Surplus at commencement of the year [\$13,169.52; less	6,600 02
bond discount, \$6,569.50],	7,223 19
2. Paid to sinking funds in hands of trustees,	Nothing.
Receipts, Expenses, Met Earnings, &c., of Passenger Department.	
1 TOTAL PECEIPTS from nessenger department as per "Rev-	
enue for the Year," No. 6,	\$ 65,901 92
2. (Total receipts per train mile, .947.) 3. Expenses, proportion of "Maintenance of Way and Build-	4 00 , 000
3. Expenses, proportion of "Maintenance of Way and Build-	
ings." as per Class 1. No. 9	9,728 72
4. Expenses, proportion of "General-Traffic Expenses," as per	•
Class 2, No. 15,	17,764 37
 Expenses, proportion of "General-Traffic Expenses," as per Class 2, No. 15, Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, 	17,081 13
6. TOTAL EXPENSES,	44,574 22
7. (Total expenses per train mile, .641.)	01 908 80
8. NET EARNINGS,	21,327 70
9. (Net earnings per train mile, .306.)	
Receipts, Expenses, Met Earnings, &c., of Freight Department.	
1. Total receipts from freight department, as per "Revenue	
for the Year," No. 10,	\$45,608 44
2. (Total receipts per train mile, \$1.526.)	\ 10,000
3. Expenses, proportion of "Maintenance of Way and Build-	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	6,732 17
4. Expenses, proportion of "General-Traffic Expenses," as per	
Class 2, No. 16,	12,292 76
5. Expenses, "Freight-Train Expenses," as per Class 4, No. 6, .	20,956 94
6. TOTAL EXPENSES,	39,981 87
7. (Total expenses per train mile, \$1.338.)	r 001 F6
8. NET EARNINGS,	5,621 57
9. (Net earnings per train mile, \$0.188.)	
General Balance Sheet at Closing of Accounts, September 30	, 187 4 .
Dr.	
Cost of road and equipment,	. \$1,237,688 29
Materials on hand for repairs and operation of road,	. 13,217 36
Cash,	. 1,410 78
•	•
Due from U. S. Post-Office Department,	. 1,018 79
Oue from station agents,	. 6,046 48
	\$1,259,381 70
CR.	•
Capital stock,	
funded debt,	0
Jnfunded debt ,	0
Oue sundry persons and corporations 8356 7	
Due sundry persons and corporations, 8,356 7	8
Oue sundry persons and corporations, 8,356 7 Surplus earnings,	8

Description of Road.	•
1. Date when the road or portions thereof were	
opened for public use:— From Worcester to Gardner,	Sept. 4, 1871.
From Gardner to Winchendon,	Jan. 5, 1874.
2. Length of main line of road, from Worcester	
to Winchendon,*	36.4 miles.
Length of main line of road in Massachusetts,	36.4
In other States,	
3. Length of line with track laid, if road is not	
completed,	None.
5. Branches owned by company,	None.
10. Total length of road belonging to this company,	36.4
11. Aggregate length of sidings and other tracks	
not above enumerated,	3
12. Same in Massachusetts,	3
13. Aggregate length of tracks belonging to this	39.4
company, computed as single track,	39.4
15. Total length of steel rails in tracks belonging	
to this company,	None.
(Weights per yard, lbs.)	
16. Total length of steel-top rails in tracks belonging to this company, (Weights per yard, lbs.)	None
(Weights per yard, lbs.)	None.
17. Number of spans of bridges of 25 feet and up-	
wards,	3
18. Number of iron bridges (agg. length, feet, 219),	8
19. Number of wooden bridges (aggregate length,	N
feet,),	None. None.
21. Number of crossings of highways at grade,	42
22. Number of crossings of highways over railroad,	3
23. Number of crossings of highways under rail-	
road,	1
24. Number of highway bridges 18 feet above track,25. Number of highway bridges less than 18 feet	3
above track,	None.
26. Number of crossings at which gates or flagmen	210207
are maintained,	None.
27. Number of crossings at which there are neither	
gates nor flagmen,	42
ing each,	2
[Worcester & Nashua, at Worcester; Vermont	-
& Massachusetts, at Gardner.]	
29. Number of railroad crossings over other rail-	
roads, specifying each,	None.
30. Number of railroad crossings under other railroads, specifying each,	None.
round, specifying cacit,	None.
ROADS BELONGING TO OTHER COMPANIES, OPER-	
ATED BY THIS COMPANY UNDER LEASE OR CON-	
TRACT.	
31. Name, description and length of each,— [Passenger trains run over a portion of Worces-	
ter & Nashua R. R.] length,*	2.82
32. Total length of above roads,	2.82
33. Total length of above roads in Massachusetts.	2.82
34. Total length of above roads in other States,	
specifying each,	None.
	<u> </u>

[•] Length in all cases to be given in miles and decimals.

35. Total miles of road operated by this company,	36.4
36. Total miles of road operated by this company in Massachusetts.	36.4
37. Number of stations on all roads operated by	
this company,	14
38. Same in Massachusetts,	14
39. Miles of telegraph on line of road operated by	
this company,	None.
40. Miles of telegraph owned by this company, .	None.
41. Number of telegraph offices in company's sta-	
tions,	None.
42. Number of telegraph stations operated by this	
company,	None.
43. Number of telegraph stations operated jointly	
by railroad and telegraph company,	None.

	_			
		Total number.	Yell	Per mile road operated.
	Locomotives (average weight of engines in working order, 26.2 tons), Locomotives (maximum weight of engines in working order, 31 tons),	} 5	\$45,028 30	.137
2.	Tenders (average weight of tenders full of fuel and water, 16.4 tons), Tenders (maximum weight of tenders full of fuel and water, 20 tons), (Average joint weight of engines and tenders, 43 tons.)	5	Included above.	.137
3.	Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 40 ft. 10 in.	,		
4.	Total length of heaviest engine and tender over all, 50 ft. 3 in.	1		
	Snow-plows (average weight, 12 tons),	2 6	2,348 20 24,397 52	.054 .164
8.	Passenger cars (maximum weight, 184 tons), . Mail and baggage cars (av. weight, 17 tons), . 8-wheel box freight cars (av. weight, 9 tons),	2 40	6,000 00 31,962 50	.054 1.098
10.	4-wheel box freight cars (av. weight, tons), 8-wheel platform cars (av. weight, 8 tons), 4-wheel platform cars (av. weight, tons),	None 20 None	11,545 00	.549
	Other cars (coal, gravel, &c.),	21	9,580 57	.576
	Total value,		\$130,862 09	
	of 8 wheels,	71	· -	-
15.	Number of locomotives equipped with train brakes,		-	-
16.	Number of cars equipped with train brakes, .	None None	•	-
17.	Number of passenger cars with Miller platform	None	-	-

	Mileage, Traffic, &c.	
	Miles run by passenger trains,	69, 556
	cluding stops,	27 miles per hour.
	Rate of speed of accommodation trains, including stops,	22 miles per hour.
	Miles run by freight trains,	29,883
	ing stops,	15 miles per hour.
	including stops,	11 miles per hour.
	Miles run by other trains, and for what purposes [moving gravel],	About 7,000
	Total train miles run,	106,439
	of road),	10,294
11.	Number of local passengers (over part of road), Total number of passengers carried,	. 102,926 113,220
12.	Total passenger mileage, or passengers carried	, 1,754,158
13.	one mile,	467,551
14.	Number of tons carried,	44,890
15.	Total freight mileage, or tons carried one mile, Freight mileage to and from other roads,	1,077,941 479,746
17.	Highest rate of fare per mile, for any distance,	6.67 cents.
	Lowest rate of fare per mile, for any distance	1.51 cents.
19.	(single fare),	1.51 00106.
	season tickets) received from passengers on	
00	roads operated by this company,	3.56 cents.
	Average rate of fare per mile received from passengers to and from other roads,*	3.35 cents.
21.	Average rate of fare per mile for season-ticket	
	passengers, reckoning one round trip per day to each ticket, †	1.2 cents.
22.	Average rate of fare per mile for all passengers,	3.31 cents.
23.	Highest rate of freight per ton per mile, for	23 cents.
24.	any distance,	
25.	distance,	0.75 cent.
	roads operated by this company, Average rate of freight per ton per mile to and	5.44 cents.
	from other roads.*	2.72 cents.
2 7.	Average number of cars in passenger trains, including baggage cars,	21
2 8.	Average number of cars in freight trains (basis of 8 wheels),	17
29.	Average weight of passenger trains, including	•
	locomotive and tender, in working order, ex-	OE 4
30	clusive of passengers,	85 tons.
J.,	locomotive and tender, in working order, ex-	
	clusive of freight,	197 tons.
31.	Number of persons regularly employed by company, including officials,	81
	Classification of Business.	
2		113,220
	Passengers travelling only within this State, . Total season-ticket passengers (round trip), .	7,436

^{*} After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give
the rate on such basis.

FREIGHT IN TONS.

•	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal	l <u> </u>	_	7,686	-	_
2. Bituminous coal.	l -	l -	1,296	-	_
3. Petroleum.	l -	l -	27	_	_
4. Railroad iron, including steel	1	1			
and steel-capped rails, .	ł -	l -	254	-	_
5. Castings and other iron	_		829		_
6. Other metals	_	-	4	_	-
7. Iron and other ores.	-	-	111	-	_
8. Stone and brick	-		7,929	-	_
9. Lime, cement and sand, .	_	l -	192	- 1	_
10. Lumber	_	l -	8,043	-	_
11. Ice	-	-	8,074	_	-
12. Live stock	-	-	239	_	-
13. Dressed carcasses, smoked	I	Ì			
and salted meats.	l -	-	17	_	-
14. Flour,	i -	-	567	-	_
15. Grain,	I -	l -	2,185		_
16. Other agricultural products,	l -	-	214	-	-
17. Manufactures not included		f			
above,*	l -	l -	7,069	_	_
18. Merchandise,*	-	l -	4,767	-	-
19. Other articles,	-	-	1,087	-	-
20. Total tons carried,	-	-	44,890	-	-

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

List of Accidents in Massachusetts.

[None.]

GINERY TWICHELL, STEPHEN SALISBURY, LEVI HEYWOOD, CALVIN FOSTER, NELSON D. WHITE, WM. H. MORSE, EDWARD L. DAVIS, I. N. ROSS, W. W. RICE, LEWIS BARNARD, CHAS. HEYWOOD,

Directors of the Boston, Barre and Gardner Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 4, 1874. Then personally appeared Ginery Twichell, Stephen Salisbury, Levi Heywood, Calvin Foster, Nelson D. White, Wm. H. Morse, Edward L. Davis, I. N. Ross, W. W. Rice, Lewis Barnard and Charles Heywood, and severally made oath to the truth of the foregoing statement by them subscribed.

WM. E. STARR, Justice of the Peace.

Name and Residence of Officers.

Directors.—Ginery Twichell, Brookline; Stephen Salisbury, Worcester; Levi Heywood, Gardner; Calvin Foster, Worcester; Wm. W. Rice, Worcester; Lewis Barnard, Worcester; Edward L. Davis, Worcester; Charles Heywood, Gardner; Isaac N. Ross, Holden; Wm. H. Morse, Worcester; Nelson D. White, Winchendon.

Ginery Twichell, of Brookline, President; Charles Heywood, of Gardner, Vice-President; Isaac N. Ross, of Holden, Superintendent; Wm. E. Starr, of Worcester, Clerk and Treasurer; J. C. Spaulding, of Holden, General Ticket Agent; H. H. Marshall, of Worcester, General Freight Agent.

Proper Address for the Company.

BOSTON, BARRE AND GARDNER RAILROAD CORPORATION, WORCESTER, MASS.

REPORT

OF THE

BOSTON, CLINTON & FITCHBURG RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[This report does not cover any of the operations or property set apart for the use of the New Bedford division of the B. C. & F. R. R. Co., which may be found in a supplementary report.]

. Capital stock . Capital stock pref., 1,794	CAPITAL STOCK. authorized by charter, authorized by votes of company, issued (number of shares, 6,332 com., 600 guar.,) amount paid in,	\$1,503,800 00	
. Capital stock . Capital stock pref., 1,794	authorized by votes of company, issued (number of shares, 6,332)	\$1,503,800 00 -	
. Capital stock pref., 1,794	issued (number of shares, 6,332	-	
pref., 1,794		1.	-
	com., 600 guar) amount paid in.	000 000 00	
· Capital stoc		872,600 00	
(number o	k paid in on shares not issued, f shares,)	_	_
	t, total amount paid in,	_	\$872,600 00
	k paid in per mile of road owned		4 00.2,010.1
by compar	ny,	-	-
. Capital stock	paid in, proportion for Massachu-		
setts,*		-	-
. Capital stock	, number of shares issued not en-		
Por velve of	ividends,	-	-
	shares were sold, pref., \$75, com.,	_	
\$25, guar.,		•	
Number of s		492	•
. Amount of st	tock held in Massachusetts,	870,700 00	
. Number of s	tockholders in Massachusetts, .	488	
	DEBT.		
. Funded deb	T, as follows:—		
	ge bonds, due July 1, 1884, rate of		
	6 per cent.,	400,000 00	
	ge bonds, due Jan. 1, 1890, rate of	050.000.00	
1nterest,	7 per cent.,	252,000 00	
	7 per cent.,	247,600 00	
[1st equip.	notes, due April 1, 1881, rate of	211,000 00	
interest, 8	per cent	100,000 00	
[2d equip. 1	notes, due April 1, 1882, rate of	,	
interest, 8	per cent.,]	250,000 00	
= [3d equip. no	otes, due October 1, 1883, rate of		
	per cent.,]	250,000 00	1 400 600 0
	t of funded debt,		1,499,600 00
	bt incurred for construction, equipurchase of property, to the construction.	_	_

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

[†] This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

6. Unfunded debt incurred for any other purpose			
and for what,	\$26,00	00 00	
7. Other debts—current credit balances, &c.,	229,56		
8. Total debt liabilities, a	,,,,,,		1 755 195 9
	1	4	1,755,185 2
9. Amount of debt liabilities after deducting cash			
sinking funds in hands of trustees, and such			
securities and debt balances as do not repre-	•		
sent permanent investments, a	1,550,62	1 86	
O. Proportion of same for Massachusetts,*	All.		
1. Proportion of same per mile of road,	36,16	8 64	
2. Contingent liabilities as guarantor of bonds or			
debts of other corporations, specifying same,			_
debut of other corporations, specifying same,	' i		
· Cash Realized, &c.			
3. Total cash realized from capital and debt, in-	.		
curred for construction, equipment, &c.,	2,567,72	0 29	
4. Total amount of income which has been ex-			
pended (in addition to funds derived from			
capital and debt) in construction, equip-	· [
_ ment and purchase of property,	-		-
5. Total means applied to construction,	i		
EQUIPMENT AND PURCHASE OF PROPERTY, .			2,567,720 2
6. Proportion of above for Massachusetts,*	All.		
Cost of Road, Equipment, and Property.			
ONSTRUCTION OF ROAD AND BRANCHES BUILT BY			
ONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		4	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry,	\$483,47		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging,	\$483,47 39,85	5 57	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging,	\$483,47	5 57	,
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry,	\$483,47 39,85 507,51	5 57 3 74	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences,	\$483,47 39,85 507,51 111,60	5 57 3 74	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and	\$483,47 39,85 507,51 111,60	5 57 3 74 3 12	,
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry,	\$483,47 39,85 507,51 111,60	5 57 3 74 3 12	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables,	\$483,47 39,85 507,51 111,60	5 57 3 74 3 12	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops,	\$483,47 39,85 507,51 111,60 }	5 57 3 74 3 12 9 73	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 6. Interest paid during construction, discount, &c.	\$483,47 39,85 507,51 111,60 87,86 62,86	5 57 3 74 3 12 9 73	
COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 6. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other ex-	\$463,47 39,85 507,51 111,60 87,86	5 57 3 74 3 12 9 73 6 59	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 6. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction,	\$483,47 39,85 507,51 111,60 87,86 62,86	5 57 3 74 3 12 9 73 6 59 7 71	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 8. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 0. Total expended for construction,	\$483,47 39,85 507,51 111,60 } 87,86 62,86	5 57 3 74 3 12 9 73 6 59 7 71	1,409,432 0
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 6. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction,	\$483,47 39,85 507,51 111,60 } 87,86 62,86	5 57 3 74 3 12 9 73 6 59 7 71	1,409,432 0
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 8. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 0. Total expended for construction,	\$483,47 39,85 507,51 111,60 } 87,86 62,86	5 57 3 74 3 12 9 73 6 59 7 71	1,409,432 0
COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 6. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 1. Total expended for construction, 1. Average cost of construction per mile of road built by company,	\$463,47 39,85 507,51 111,60 87,86 62,86 116,24	5 57 3 74 3 12 9 73 6 59 7 71	1,409,432 0
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 6. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 1. Average cost of construction, 1. Average cost of construction per mile of road built by company, 2. Same per mile of single track built by com-	\$483,47 39,85 507,51 111,60 87,86 62,86 116,24 32,87	5 57 3 74 3 12 9 73 6 59 7 71 \$	1,409,432 0
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 6. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 10. Total expended for construction, 11. Average cost of construction per mile of road built by company, 2. Same per mile of single track built by company, not including sidings,	\$483,47 39,85 507,51 111,60 87,86 62,86 116,24 32,87 31,41	5 57 3 74 3 12 9 73 6 59 7 71 \$	1,409,432 0
COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 6. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 1. Average cost of construction, 1. Average cost of construction per mile of road built by company, 2. Same per mile of single track built by company, not including sidings, 3. Proportion of cost of construction for Massa-	\$463,47 39,85 507,51 111,60 87,86 62,86 116,24 32,87 31,41	5 57 3 74 3 12 9 73 6 59 7 71 \$	1,409,432 0
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 6. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 10. Total expended for construction, 11. Average cost of construction per mile of road built by company, 2. Same per mile of single track built by company, not including sidings,	\$483,47 39,85 507,51 111,60 87,86 62,86 116,24 32,87 31,41	5 57 3 74 3 12 9 73 6 59 7 71 \$	1,409,432 0
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 6. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 1. Average cost of construction per mile of road built by company, 2. Same per mile of single track built by company, not including sidings, 3. Proportion of cost of construction for Massachusetts, EQUIPMENT. b	\$463,47 39,85 507,51 111,60 87,86 62,86 116,24 32,87 31,41	5 57 3 74 3 12 9 73 6 59 7 71 \$	1,409,432 0
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 8. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 1. Average cost of construction, 1. Average cost of construction per mile of road built by company, 2. Same per mile of single track built by company, not including sidings, 3. Proportion of cost of construction for Massachusetts, ** EQUIPMENT. b 4. Locomotives (number, 23).	\$463,47 39,85 507,51 111,60 87,86 62,86 116,24 32,87 31,41 All.	5 57 3 74 3 12 9 73 6 59 7 71 \$ 5 35 0 05	1,409,432 0
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 8. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 1. Average cost of construction, 1. Average cost of construction per mile of road built by company, 2. Same per mile of single track built by company, not including sidings, 3. Proportion of cost of construction for Massachusetts, ** EQUIPMENT. b 4. Locomotives (number, 23).	\$463,47 39,85 507,51 111,60 87,86 62,86 116,24 32,87 31,41	5 57 3 74 3 12 9 73 6 59 7 71 \$ 5 35 0 05	1,409,432 0
COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 8. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 1. Average cost of construction, 1. Average cost of construction per mile of road built by company, 2. Same per mile of single track built by company, not including sidings, 3. Proportion of cost of construction for Massachusetts, 8. Locomotives (number, 23), 6. Snow-plows on wheels (number, 3),	\$463,47 39,85 507,51 111,60 87,86 62,86 116,24 32,87 31,41 All.	5 57 3 74 3 12 9 73 6 59 7 71 \$ 5 35 0 05	1,409,432 0
COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 6. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 1. Average cost of construction, 1. Average cost of construction per mile of road built by company, 2. Same per mile of single track built by company, not including sidings, 3. Proportion of cost of construction for Massachusetts, 4. Locomotives (number, 23), 6. Snow-plows on wheels (number, 3), 6. Passenger, mail and baggage cars (number, 33),	\$463,47 39,85 507,51 111,60 87,86 62,86 116,24 32,87 31,41 All. \$268,63 133,79	5 57 3 74 3 12 9 73 6 59 7 71 \$ 5 35 0 05	1,409,432 0
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 6. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 1. Average cost of construction per mile of road built by company, 2. Same per mile of single track built by company, not including sidings, 3. Proportion of cost of construction for Massachusetts, 6. Locomotives (number, 23), 6. Snow-plows on wheels (number, 3), 6. Passenger, mail and baggage cars (number, 33), 6. Passenger, mail and baggage cars (number, 33), 6. Freight and other cars (number, 702),	\$463,47 39,85 507,51 111,60 \$7,86 62,86 116,24 32,87 31,41 All. \$268,63 133,79 404,88	5 57 3 74 3 12 9 73 6 59 7 71 \$ 5 35 0 05	1,409,432 0
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 8. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other ex- penses during construction, 1. Average cost of construction, 2. Same per mile of single track built by com- pany, not including sidings, 3. Proportion of cost of construction for Massa- chusetts, * EQUIPMENT. b 4. Locomotives (number, 23), 5. Snow-plows on wheels (number, 3), 6. Passenger, mail and baggage cars (number, 33), 7. Freight and other cars (number, 702), 8. Machinery and tools,	\$463,47 39,85 507,51 111,60 87,86 62,86 116,24 32,87 31,41 All. \$268,63 133,79	5 57 3 74 3 12 9 73 6 59 7 71 \$ 5 35 0 05	
COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 8. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 1. Average cost of construction, 1. Average cost of construction per mile of road built by company, 2. Same per mile of single track built by company, not including sidings, 3. Proportion of cost of construction for Massachusetts, 8. Equipment. 9. Snow-plows on wheels (number, 3), 9. Snow-plows on wheels (number, 702), 9. Machinery and tools, 9. Total for equipment, 9. Total for equipment,	\$463,47 39,85 507,51 111,60 \$7,86 62,86 116,24 32,87 31,41 All. \$268,63 133,79 404,88	5 57 3 74 3 12 9 73 6 59 7 71 \$ 5 35 0 05	
COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 6. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 1. Average cost of construction, 1. Average cost of construction per mile of road built by company, 2. Same per mile of single track built by company, not including sidings, 3. Proportion of cost of construction for Massachusetts, 6. Passenger, mail and baggage cars (number, 33), 6. Passenger, mail and baggage cars (number, 33), 7. Freight and other cars (number, 702), 8. Machinery and tools, 9. Total for equipment, 10. Average cost of equipment per mile of road op-	\$463,47 39,85 507,51 111,60 87,86 62,86 116,24 32,87 31,41 All. \$268,63 133,79 404,88 21,00	5 57 3 74 3 12 9 73 6 59 7 71 \$5 5 5 5 35 0 05 4 33 9 41 6 70	
COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 8. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, 1. Average cost of construction, 1. Average cost of construction per mile of road built by company, 2. Same per mile of single track built by company, not including sidings, 3. Proportion of cost of construction for Massachusetts, 8. Equipment. 9. Snow-plows on wheels (number, 3), 9. Snow-plows on wheels (number, 702), 9. Machinery and tools, 9. Total for equipment, 9. Total for equipment,	\$463,47 39,85 507,51 111,60 \$7,86 62,86 116,24 32,87 31,41 All. \$268,63 133,79 404,88	5 57 3 74 3 12 9 73 6 59 7 71 \$ 5 5 5 5 5 5 5 5 5 5 5 6 0 0 0 5	1,409,432 0 828,322 7

a Exclusive of \$475,479.10 due New Bedford R. R. Co. for equipment, &c., which amount is due upon termination of lease, and current balances on books of New Bedford division. See balance sheet.

b Exclusive of equipment set apart for New Bedford division. See report of that division.

Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

PROPERTY PURCHASED AND ON HAND, NOT IN-		
CLUDED IN THE FOREGOING ACCOUNTS.		
3. Stock of Mansfield & Framingham road, 1,250 shares, purchased for	\$ 75,000	00
28. Lands in Fitchburg (if not used for the business of the road, so state),		
29. Other property purchased,	115,916	-
30. Total property purchased,		\$190,916 07
31. Property in Massachusetts (including proportion of equipment),	190,916	07
2. WHOLE AMOUNT OF PERMANENT INVEST-	100,010	2,428,670 84
MENTS,	2,428,670	84
4. Total property and assets of the company,		2,772,283 63
5. Amount of sinking and contingent funds, and their purpose,	_	-
Expenditures Charged to Capital Account during the	· Veer	
5. Passenger and freight stations, wood-sheds and		1
tions,		\$3,300 00
6. Engine-houses, car-sheds, and turn-tables, .)
7. New locomotives,		_
8. New snow-plows,		8,717 27
10. New mail and baggage cars,		-
11. New freight cars		103,785 53
5. Any other expenditures charged to capital accouning same [bond discount],	at, specify-	27,020 95
16. Total,		142,823 75
7. Property sold and credited capital account, .		· -
8. Net addition to capital account for the year,		142,823 75
Revenue for the Year.		
1. Receipts from local passengers on roads operate company,	ed by this)
2. Receipts from passengers from and to other roads operated by this company,	over roads	\$243,629 93
3. Receipts from passengers over other roads as tolls	or for use	1
of cars of this company,	·	J
4. Receipts for express,	• • •	10,226 98 7,774 53
6. Total receipts from passenger department,		261,631 44
7. Receipts from local freight on roads operated by thi)
8. Receipts from freight from and to other roads	over roads	
operated by this company, 9. Receipts from freight over other roads as tolls, or	r for use of	395,149 38
cars of this company,		395,149 38
11. Receipts as rents for use of road and equipm leased,	ent, when	
12. Total Earnings,	. Am 000 00	656,780 8
 Per mile of road operated, Per mile of road operated,—computed as singl 	\$7,262 86	
track, not including sidings,	. 7,105 60	
15. Per train mile,	. 1.247	
16. Proportion for Massachusetts,	656,780 22	
17. Income from other roads, . 18. Income from rent of property other than road	and equin-	_
ment, specifying same,		8,859 61
40 Y 'A" '11 "11 '	etions from	
19. Income from all other sources, (including accre		
 Income from all other sources, (including accresinking funds, investments in stocks, bonds, property, transportation lines, &c., specifying 	steamboat	

20. Total income, 21. Percentage to capital stock and debt, 22. Percentage to means applied to construction, equipment, &c., Expenses of Operating the Road for the Year. Class 1.—Maintenance of Way and Buildings (charged to operating expenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold (number of miles, weight per yard,),* 4. Repairs of bridges, 5. Repairs of bridges, 6. Repairs of sold diditions to, machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. Total, 9. Proportion of same to passenger department, \$34,860 86 10. Proportion of same to passenger department, \$34,860 86 11. Of the above total there was expended for other than ordinary repairs, Class 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 6. New snow-plows (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel— cords of wood, cost, ; tons of coal, , 10665,640 27.41 26. 449,225 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110 32,110
21. Percentage to capital stock and debt,
22. Percentage to means applied to construction, equipment, &c., Expenses of Operating the Road for the Year. CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold (number of miles, weight per yard,), 4. Repairs of bridges, 5. Repairs of bridges, 6. Repairs of, and additions to, machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. Total, 9. Proportion of same to passenger department, \$34,860 86 10. Proportion of same to freight department, \$34,860 86 11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel— cords of wood, cost, ; tons of coal, 10.
Expenses of Operating the Road for the Year. CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold (number of miles, ; weight per yard,),* 3. Steel rails, deducting old rails sold (number of miles, weight per yard,), 4. Repairs of bridges,
Expenses of Operating the Road for the Year. CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold (number of miles, ; weight per yard,),* 3. Steel rails, deducting old rails sold (number of miles, weight per yard,),* 4. Repairs of bridges, . 5. Repairs of buildings and fixtures (station), . 6. Repairs of, and additions to, machine-shops and machinery, 7. Repairs of fences, road crossings and signs, . 8. Total, . 9. Proportion of same to passenger department,† \$34,860 86 10. Proportion of same to freight department,† . 52,693 45 11. Of the above total there was expended for other than ordinary repairs, . CLASS 2.—General Traffic Expenses. 1. Taxes, State and local,
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold (number of miles, ; weight per yard,),* 3. Steel rails, deducting old rails sold (number of miles, weight per yard,), 4. Repairs of bridges, . 5. Repairs of buildings and fixtures (station), . 6. Repairs of, and additions to, machine-shops and machinery, 7. Repairs of fences, road crossings and signs, . 745 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,554 (87,55
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1. Repairs of road, exclusive of bridges and new rails, *
2. New iron rails, deducting old rails sold (number of miles, ; weight per yard,).* 3. Steel rails, deducting old rails sold (number of miles, weight per yard,). 4. Repairs of bridges, . 5. Repairs of buildings and fixtures (station), . 6. Repairs of, and additions to, machine-shops and machinery, Repairs of fences, road crossings and signs, . 745. 8. TOTAL, . 9. Proportion of same to passenger department, \$34,860 86 10. Proportion of same to freight department, . 9. Proportion of same to freight department, . 10. Of the above total there was expended for other than ordinary repairs, . CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, . 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, . 3. Insurance premiums and losses by fire and damages for fires set by engines, . 4. Repairs of locomotives, . 5. Repairs of snow-plows, . 6. New locomotives (charged to operating expenses), . 7. New snow-plows (charged to operating expenses), . 8. Removing ice and snow, . 9. Fuel— cords of wood, cost, ; tons of coal, . 10. Total (and the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property
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weight per yard, 4. Repairs of bridges, 5. Repairs of buildings and fixtures (station), 6. Repairs of, and additions to, machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. TOTAL, 9. Proportion of same to passenger department,† 9. Proportion of same to freight department,† 10. Proportion of same to freight department,† 11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of snow-plows, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel— cords of wood, cost, ; tons of coal,
4. Repairs of bridges, 5. Repairs of buildings and fixtures (station), 6. Repairs of, and additions to, machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. TOTAL, 9. Proportion of same to passenger department,† \$34,860 86 10. Proportion of same to freight department,† 52,693 45 11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel— cords of wood, cost, ; tons of coal, 1. Taxes, State and local, 1. Taxes, State a
5. Repairs of buildings and fixtures (station), 6. Repairs of, and additions to, machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. TOTAL, 9. Proportion of same to passenger department,† 10. The above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel— cords of wood, cost, ; tons of coal, 1. Total,
6. Repairs of, and additions to, machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. TOTAL, 9. Proportion of same to passenger department, \$34,860 86 10. Proportion of same to freight department, 52,693 45 11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of snow-plows, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel— cords of wood, cost, ; tons of coal, 17. Total, 18. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19. Total, 19.
7. Repairs of fences, road crossings and signs,
8. TOTAL, 9. Proportion of same to passenger department,† \$34,860 86 10. Proportion of same to freight department,† . 52,693 45 11. Of the above total there was expended for other than ordinary repairs,
9. Proportion of same to passenger department,† \$34,860 86 10. Proportion of same to freight department,† 52,693 45 11. Of the above total there was expended for other than ordinary repairs,
10. Proportion of same to freight department, 1. 52,693 45 11. Of the above total there was expended for other than ordinary repairs,
11. Of the above total there was expended for other than ordinary repairs,
CLASS 2.—General Traffic Expenses. 1. Taxes, State and local,
CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—cords of wood, cost, ; tons of coal, 103,163
1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—cords of wood, cost, ; tons of coal, 103,163
1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—cords of wood, cost, ; tons of coal, 103,163
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,
braced in Classes 3 and 4,
3. Insurance premiums and losses by fire and damages for fires set by engines,
set by engines, 3,737 (2) 4. Repairs of locomotives, 34,985 (2) 5. Repairs of snow-plows, - 6. New locomotives (charged to operating expenses), - 7. New snow-plows (charged to operating expenses), - 8. Removing ice and snow, - 9. Fuel— cords of wood, cost, ; tons of coal, 103,163 (2) 103,163 (2)
4. Repairs of locomotives,
5. Repairs of snow-plows,
6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel— cords of wood, cost, ; tons of coal, 103,163
7. New snow-plows (charged to operating expenses),
8. Removing ice and snow,
9. Fuel— cords of wood, cost, ; tons of coal, , . 103,163 3
10. Water,
11. Oil and waste,
12. Switchmen, watchmen, flag and signal men, 16,181 8
13. Telegraph expenses,
14. TOTAL,
15. Proportion belonging to passenger department,† \$75,935 43
16. Proportion belonging to freight department, 114,683 44
CLASS 3.—Passenger-Train Expenses.
1. Repairs of passenger, mail and baggage cars, 17,781 8
2. New passenger, mail and baggage cars (charged to operat-
ing expenses),
3. Damages and gratuities, passenger, 445 8
4. Salaries, wages and incidentals of passenger department, . 41,493 3
5. Amount paid other corporations or individuals not operating
roads, for use of passenger cars and repairs of same, ;
6. Total,
CLASS 4.—Freight-Train Expenses.
1. Repairs of freight cars,
2. New freight cars charged to operating expenses,
3. Damages and gratuities, freight, 2,101 (
4. Salaries, wages and incidentals of freight department, 87,109 8
 3. Damages and gratuities, freight, 4. Salaries, wages and incidentals of freight department, 5. Paid corporations or individuals not operating roads for use

Including labor and materials in new sidings.
 † Computed on gross receipts from passenger and freight departments.
 † As the Pullman, Wagner or other drawing-room and sleeping-cars.

6. Total,	\$107,978 95
7. Total expenses of operating the road, embraced in	
CLASSES 1, 2, 3, 4,	445,873 19
8. Per mile of the road operated,	
ing sidings,	•
10. Per train mile,	
11. Proportion for Massachusetts,	
12. Percentage of expenses to income, 66.98	
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$ 219,767 24
 Amount paid other companies as rent for use of road, speci- fying each company, the amount, and basis on which rent is computed:— 	
Mansfield & Framingham R. R., 25 per cent. of gross	
receipts,	49,470 12
Framingham & Lowell R. R., 30 per cent. of gross receipts, 3. Net income above operating expenses and amount paid for rent	32,447 54
of roads,	137,849 58
4. Percentage of same to capital stock and debt, 5.69 5. Percentage to total means applied to construc-	
tion, equipment, &c., 5.68	
6. Paid for interest [coupon, \$97,344.53; floating debt,	100 000 OF
\$11,042.52], 7. Dividends declared, 6 per cent for the year [guaranteed]	108,387 05
stock], amount,	3,600 00
8. Date of last dividend declared,	25,862 53
10. Surplus at commencement of the year,	118,635 90
11. Total surplus,	144,498 43
12. Paid to sinking funds in hands of trustees,	-
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. Total receipts from Passenger Department, as per "Rev-	*
enue for the Year," No. 6,	\$261,631 44
3. Expenses, proportion of "Maintenance of Way and Buildings,"	
ou par Cluss 1 No 0	34,860 86
4. Expenses, proportion of "General Traffic Expenses," as per	75 005 40
Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	75,935 43 59,721 06
6. TOTAL EXPENSES,	170,517 35
7. (Total expenses per train mile, \$0.730.)	01 114 00
8. NET EARNINGS,	91,114 09
Receipts, Expenses, Net Earnings, &c., of Freight Department. 1. Total receipts from Freight Department, as per "Revenue	
for the Year," No. 10,	\$395,149 38
2. (Total receipts per train mile, \$1.348.)	• ,
3. Expenses, proportion of "Maintenance of Way and Buildings,"	50 602 45
as per Class 1, No. 10,	52,693 45
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 5. Expenses, "Freight-Train Expenses," as per Class 4, No. 6,	114,683 44
5. Expenses, "Freight-Train Expenses," as per Class 4, No. 6,	107,978 95
6. TOTAL EXPENSES,	275,355 84
8. NET EARNINGS.	119,793 54
9. (Net earnings per train mile, \$0.409.)	

General Balance	She	oot a	t Clo	ring o	of A	ocunt	s, S	eptember :	30 ,	1874.	
				DF	٤.						
Cost of road,					٠.		. :	1,409,432	00		
Real estate outside,	_	_		_			. '	115,916			
Rolling stock, .	•	•	•	•	•	•	•	807,316			
Machinery and tools,	•	•	•	•	•	•	•				
Machinery and tools,	•	•	•	•	•	•	٠.	21,006	70	\$2,353,670	84
Iron, fuel and material	on	hand	l for	opera	atio	n of r	oad,			139,049	
				Asse	ete.						
Mansfield & Framingh	am	R. R	. sto	ck,				\$75,000	00		
Amount due from ager					ros	ds.		194,049			
				٠		,				269,049	12
Cash,				•						10,514	22
	•									40.000.000	
										\$2,772,283	63
	Sup	plem	enla	ry—n	ol is	ıclude	d ab	ove.			
Equipment set apart f	or N	ew I	3ed fo	ord D	ivia	ion.			_	\$426,893	87
Supplies, ".	~- A1	"			60	•			•	60,503	
Cash, "		"					•	• •	•	29,918	
Casii,			L4	• N			D:-		•	•	
Sundry ledger balance	e on	000	K8 OI	New	ь	aiora	יוע	ision, .	•	228,856	41
										\$746,172	07
				CF	. .				•		_
Capital Stock,—											
1,794 shares com. stock				•		•		\$179,400	00)	
6,332 shares preferred	stoc	k,						633,200	00)	
600 shares of guar. sto	ck,							60,000	00		
Funded Debt,—										\$872,600	00
Mortgage bonds, due 1	884,	68,						\$400,000	00	,	
Mortgage bonds, due 1	8 89 .	78.						247,600			
Mortgage bonds, due 1					-		-	252,000			
Equip. notes, due 1881.			Ž	·	Ċ	_	·	100,000			
Equip. notes, due 1882			•	•	•	•	•	250,000			
Equip. notes, due 1883			•	•	•	•	•	250,000			
Equip. notes, due 1000	, 06,	•	•	•	•	•	•	200,000		1,499,600	00
Floating debt, .										. 26,000	
•	•	•	•	. •	•	•	•	\$229,561	ഹ	•	w
Due other roads, .	•	•	•	•	•	•	•	-			
Unclaimed dividends,	•	•	•	•	•	• .	•	24	00	229,585	ഹ
Surplus,										. 144,498	
Surprus,	•	•	•	•	•	•	•	• •			
									;	\$2,772,283	63 ==
	-	-				clude	l ab	ove.			
Due New Bedford R. F	k. Co	o. for	equ	ipme	nt,					. \$475,479	10
Sundry ledger balance						dford	Div	ision, .		. 242,609	
Surplus standing on be								•		. 28,083	
										\$746,172	07

a In tables, this item stands to credit of New Bedford division.

Description of Road. 1. Date when the road or portions thereof were	
1. Date when the road or portions thereof were	
opened for public use:—	
From Framingham to Northborough (Agricult-	
ural Branch R. R.), Dec., 1855.	•
From Northborough to Pratt's, July, 1866.	•
Sterling Junction to Fitchburg (F. & W. R. R.), Feb., 1850	
W. R. R.), Feb., 1850. 2. Length of main line of road,—*	•
From Fitchburg to South Framingham, Pratt's	
Junction to Sterling Junction,	41.405 miles
Length of main line of road in Massachusetts, In other States,	66.
3. Length of line with track laid, if road is not	
completed,	-
4. Length of double track on main line, 2 miles.	
5. Branches owned by company,— Marlborough Branch, single track, length, 1.467 miles	•
6. Total length of branches owned by company,	1.467 miles.
7. Total length of branches owned by company in	
Massachusetts, 1.467 miles	3.
8. Total length of branches owned by company in other States,	_
9. Length of double track on branches, None.	
10. Total length of road belonging to this company,	42.872 miles.
11. Aggregate length of sidings and other tracks not above enumerated 10.69 miles	_
not above enumerated, 10.69 miles 12. Same in Massachusetts, 10.69 miles	
13. Aggregate length of tracks belonging to this	
company, computed as single track, 55.562 mil	86.
14. Same in Massachusetts,	
to this company, None.	
(Weights per yard, .)	
6. Total length of steel-top rails in tracks belong-	
ing to this company, (Weights per yard,)	-
17. Number of spans of bridges of 25 feet and up-	
wards, 2	
18. Number of iron bridges (aggregate length, feet,), None.	
19. Number of wooden bridges (aggregate length,	
feet,), 2	
20. Bridges built within the year, None.	
11. Number of crossings of highways at grade, 55 22. Number of crossings of highways over railroad, 5	
23. Number of crossings of highways under rail-	
road, 1	
24. Number of highway bridges 18 feet above track, 2	
25. Number of highway bridges less than 18 feet above track, 6	
26. Number of crossings at which gates or flagmen	
are maintained,	
7. Number of crossings at which there are neither	
gates nor flagmen,	•
ing each 2	
[With Fitchburg R. R. at Fitchburg.]	
[W. & N. R. R. at Clinton.] 9. Number of railroad crossings over other rail-	
roads, specifying each,	-
0. Number of railroad crossings under other rail-	
roads, specifying each,	_

^{*} Length in all cases to be given in miles and decimals.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT. 31. Name, description and length of each—* Mansfield & Framingham R. R., Framingham & Lowell R. R., 32. Total length of above roads, 33. Total length of above roads in Massachusetts, 34. Total length of above roads in other States, specifying each, 35. Total miles of road operated by this company, 36. Total miles of road operated by this company in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company,		All. None 90.24	1 miles. 3 miles. 3 miles.
Rolling Stock.			
	Total number.	Value.	Per mile road operated.
	<u> </u>		_
 Locomotives (average weight of engines in working order, 28 tons), Locomotives (maximum weight of engines in working order, 32 tons), Tenders (average weight of tenders full of fuel and water, 201 tons),	} 23	\$181,600 00 34,550 00	.254

Length in all cases to be given in miles and decimals.
 Does not include New Bedford division.

13. Total value, .

15,000 00 2,400 00 \$770,350 00

	Total number.	Value.	Per mile road operated.
14. Total freight cars, including coal, &c., on a basis			
of 8 wheels, 15. Number of locomotives equipped with train	587	-	-
brakes, (Kind of brake, Smith's Vacuum.)	7	-	-
16. Number of cars equipped with train brakes, (Kind of brake, Smith's Vacuum.)	26	-	-
17. Number of passenger cars with Miller platform and buffer,	17	-	-
Mileage, Traffic, &c.			
1. Miles run by passenger trains,	233	,501	
2. Rate of speed of express passenger trains, including stops,	30 1	niles per hour	•
3. Rate of speed of accommodation trains, including stops,		miles per hour	
4. Miles run by freight trains,5. Rate of speed of express freight trains, includ-	289	,524	
ing stops, . 6. Rate of speed of accommodation freight trains,	16 1	miles per hour	•
including stops,	12 1	miles per hour	•
pose [gravel and wood],	3	,600	cor
8. Total train miles run,		250	5,625
of road),		ascertained.	
11. Total number of passengers carried,			2,600
one mile,		9,648	3,900
13. Passenger mileage to and from other roads,		30,800 54,137 629-2, 000)
15. Total freight mileage, or tons carried one mile,	۱	14,330,092 5	47-2,00
 Freight mileage to and from other roads, . Highest rate of fare per mile, for any distance, 		560,080 464-2,0 ents.	00
18. Lowest rate of fare per mile, for any distance, (single fare),	14 (cents.	
 Average rate of fare per mile (not including season tickets) received from passengers on 			
roads operated by this company	2.80	cents.	
20. Average rate of fare per mile réceived from passengers to and from other roads,*	2.37	cents.	
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per		_	
day to each ticket,†		l cent.) cents.	
23. Highest rate of freight per ton per mile, for any distance,		cents.	
24. Lowest rate of freight per ton per mile, for any			
distance,		cents.	
roads operated by this company,	2.86	cents.	

^{*} After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give
the rate on such basis.

 Average rate of freight per ton per mile to and from other roads," Average number of cars in passenger trains, including baggage cars, Average number of çars in freight trains (basis of 8 wheels), Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers, Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight, Number of persons regularly employed by company, including officials, 	2.08 cents. 3 16 97 tons. 189 tons.
Classification of Business. PASSENGERS. 3. Passengers travelling only within this State, . 4. Total season-ticket passengers (round trip), .	472,600 96,583

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.;	Carried to Boston.‡
1. Anthracite coal.	-	_	68,550		
2. Bituminous coal.		-	86,660		-
3. Petroleum,	-	-	1,070		_
4. Railroad iron, including steel and steel-capped rails,		_	6,400		_
5. Castings and other iron,	1]	_	10,700	1 [[
6. Other metals	1]	·	4,880	1 <u> </u>	_
7. Iron and other ores.		_	18,970	1 _ 1	_
8. Stone and brick,		_	19,400	-	
9. Lime, cement and sand,	- 1		5,760	- 1	_
10. Lumber,		-	68,800	_	_
11. Ice	-	_	2,350		_
12. Live stock.	-	-	6,800	- 1	-
18. Dressed carcasses, smoked			-,	1	
and salted meats,		-	9,430	- 1	-
14. Flour	_	-	82,960	- 1	-
15. Grain.	1	_	36,900	-	-
16. Other agricultural products, .	-	-	11,600	-	-
17. Manufactures not included					
above,†	1	-	29,400	- 1	-
18. Merchandise.t	-	-	56,338	-	_
19. Other articles,	-	-	81,204	-	-
20. Total tons carried,	-	-	454,187	_	-

^{*} After deducting all allowances for tolls or use of cars, &c.

† Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

‡ Apply only to the roads terminating in Boston.

			FROM CAUS	CONTROL.	PROM TREIR O	FROM THEIR OWN MISCON- DUCT OR CARELESSMESS.		
	_		Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers,	. •	•	-	_	-	_	-	-
Employés, .			-	-	2 .	2	2	2
Others, .			-	-	-	1	-	1

List of Accidents in Massachusetts.

Statement of each Accident.

October 2, 1873.—Extra freight train from South Framingham to Lowell struck a carriage containing four ladies, at crossing near Chelmaford station. One severely, but none fatally, injured.

November 10.—Patrick O'Donnel (aged 22), employé, while in the act of stepping on to a passenger train (at Pratt's Junction) while in motion, fell back onto the other track and was run over by a freight train and instantly killed.

November 10.—Thomas Mack, employé, thrown from hand car, run over by same, and severely injured.

November 28.—James A. Billings (aged 25), baggage-master, was thrown from forward platform of baggage car on special train from Chelmsford to Lowell, at or near second crossing from Lowell; injured so he died same night.

April 21, 1874.—Frank W. Burton, freight brakeman, had right arm crushed while coupling freight cars at Sterling Junction.

LYMAN NICHOLS, N. THAYER, GEO. A. TORREY, HARRISON BLISS, E. A. HARRIS, WM. D. PECK, JOHN H. LOCKEY,

Directors of the Boston, Clinton & Fitchburg Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER SS. November 7, 1874. Then personally appeared Lyman Nichols, Nathaniel Thayer, Geo. A. Torrey, Harrison Bliss and E. A. Harris, and severally made oath to the truth of the foregoing statement by them subscribed.

H. A. BLOOD, Justice of the Peace.

Then personally appeared Wm. D. Peck and John H. Lockey, and severally made oath to the truth of the foregoing statement by them subscribed.

Name and Residence of Officers.

Lyman Nichols, President, Boston; Geo. A. Torrey, Vice-President and Solicitor, Boston; H. A. Blood, Manager, Fitchburg; S. A. Webber, Superintendent, Fitchburg; S. W. Huntley, Treasurer, Fitchburg.

Directors.—Lyman Nichols, Boston; Nathaniel Thayer, Boston; Cyrus Gale, Northborough; E. A. Harris, Clinton; Wm. D. Peck, Sterling; J. H. Lockey, Leominster; Harrison Bliss, Worcester; Geo. A. Torrey, Boston; Francis B. Fay, South Lancaster; Geo. E. Towne, Fitchburg; Wm. J. Rotch, New Bedford.

Proper Address for the Company.

BOSTON, CLINTON & FITCHBURG RAILROAD COMPANY, FITCHBURG, MASS.

REPORT

OF THE

NEW BEDFORD DIVISION OF B., C. & FITCHBURG R. R.

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[The operating account of this road has been kept separate from the general operating account of the lessees, and is here reported separately. From Oct. 1, 1873, to Feb. 1, 1874, including only road between Taunton and New Bedford and Fairhaven and Tremont; and from Feb. 1, 1874, including the road between Taunton and Mansfield and Taunton and Attleborough, formerly the Taunton Branch R. R., which became consolidated with the New Bedford R. R. Feb. 1, 1874. All of the above roads, comprising 57.289 miles, are in Massachusetts.]

Total Time the door to round, comprising	0.1.100 TT			3402400413.]
PROPERTY AND ASSETS SET A	PART FO	R THIS	Divisio	n.
Locomotives (17),				. \$143,000 00
Passenger, mail and baggage cars (52),				. 131,800 00
Freight and other cars (289),				. 141,871 83
Machinery and tools,			•	. 10,222 04
Total equipment,			•	. \$426,893 87
Average cost of equipment per mile,				
Fuel, lumber and supplies,			•	. 60,503 70
Balances of accounts on books of the Divi	ision,		•	. 228,856 47
Cash,			•	. 29,918 03
These assets are subject to,—				\$ 746,172 07
Credit ledger balances on books of the Di	vision,		•	. 242,609 80
Net property and assets,			•	. \$503,562 27
Revenue for the Yea	ır.			
1. Receipts from local passengers on ro				A 107 107 10
company,	ther rea	da over	roads	\$165,407 49
				69,203 65
3. Receipts from passengers over other ro	ads as to	lls, or f	or use	,
of cars of this company, 4. Receipts for express,		•		6,147 18
5. Receipts for mails,	•	•		5,356 20
6. Total receipts from passenger department	t. :	÷	: : : :	246,114 52
7. Receipts from local freight on roads	perated	by this	s com-	1
8. Receipts from freight from and to ot operated by this company,	her road	ls over	roads	179,563 38

9. Receipts from freight over other roads as tolls, or for use of cars of this company,	_
0. Total receipts from freight department,	\$179,563 3
1. Receipts as rents for use of road and equipment, when	\$ 17.5,505.5
leased,	
	405 697 0
2. TOTAL EARNINGS, 3. Per mile of the road operated,	425,677 9
3. Per mile of the road operated,	
4. Per mile of road operated,—computed as sin-	
gle track, not including sidings, 7,178 74	
5. Per train mile,	
6. Proportion for Massachusetts,	
Rents from buildings and wharf property, and miscella-	
neous receipts,	4,684 3
O. TOTAL INCOME,	430,362 2
1. Percentage to capital stock and debt,	-
2. Percentage to means applied to construction, equip-	
ment, &c.,	-
Expenses of Operating the Road for the Year.	
LASS 1.—Maintenance of Way and Buildings (charged to operating	
expenses).	
 Repairs of road, exclusive of bridges and new rails,* 	\$ 34,044 2
2. New iron rails, deducting old rails sold (number of miles, weight per yard, 60 lbs.),*	- '
, weight per yard, 60 lbs.),	7,012 6
3. Steel rails, deducting old rails sold (number of miles	,
weight per yard,),	_
4. Repairs of bridges	1,279 1
5. Repairs of buildings and fixtures (station),	5,470 4
6. Repairs of machinery and tools,	1,239 5
7. Repairs of fences, road crossings, and signs,	767 6
8. TOTAL,	49,813 6
9. Proportion of same to passenger department,† \$28,801 60	,
0. Proportion of same to freight department, 1 . 21,012 05	
1. Of the above total there was expended for other than ordi-	
nary repairs,	_
3 . 1	
CLASS 2.—General Traffic Expenses.	
1. Taxes, State and local,	15,518 1
2. General salaries, office expenses and miscellaneous, not em-	,
braced in Classes 3 and 4,	6,036 4
3. Insurance premiums and losses by fire and damages for fires	-,
set by engines,	6,349 9
4. Repairs of locomotives,	20,477
5. Repairs of snow-plows,	
6. New locomotives (charged to operating expenses),	. <u>-</u>
7. New snow-plows (charged to operating expenses),	_
8. Removing ice and snow,	. 198 9
9. Fuel—139 cords of wood, cost \$711.85; 4,762 tons of coal,	100
cost \$41,047.47,	42,600 1
0. Water,	4.0,000
1. Oil and waste,	5,347 4
2. Switchmen, watchmen, flag and signal men,	11,981
3. Telegraph expenses,	11,501
4. Total,	108,510
5. Proportion belonging to passenger department,† \$62,737 52	100,010 1
6. Proportion belonging to passenger department, \$22,737 52 6. Proportion belonging to freight department, \$45,772 63	
TOTAL TOTAL TOTAL OF THE TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL	
CLASS 3.—Passenger-Train Expenses.	
1. Repairs of passenger, mail and baggage cars,	15,123 9
New passenger, mail and baggage cars (charged to operat- 	
ing expenses),	

^{*} Including labor and materials in new sidings.

† Computed on *gross receipts* from passenger and freight departments.

	· . · . · . · . · . · . · . · . · . · .	
-	Domagos and gratuities passenger	\$370 70
	Damages and gratuities, passenger,	
4.	Salaries, wages and incidentals of passenger department,	46,132 38
ə.	Amount paid other corporations or individuals not operating	
_	roads, for use of passenger cars, and repairs of same,* .	
6.	TOTAL, '	61,627 06
	CLASS 4.—Freight-Train Expenses.	
1.	Repairs of freight cars,	14,188 76
2.	New freight cars charged to operating expenses,	
	Damages and gratuities, freight,	251 39
4.	Salaries, wages and incidentals of freight department,	47,111 32
	Paid corporations or individuals not operating roads for use	,
	of freight cars.	_
6.	TOTAL,	61,551 47
	TOTAL EXPENSES OF OPERATING THE BOAD, EMBRACED IN	02,002 11
••		281,502 33
٥	CLASSES 1, 2, 3, 4,	201,002 00
	Per mile of the road operated,	
9.	Per mile of single track operated, not includ-	
••	ing sidings,	
10.	Per train mile,	
	Proportion for Massachusetts,	
12.	Percentage of expenses to income, 65.41	
	Net Income, Dividends, &c.	
1	Tonar New Income a poster open among mynengers	\$148,859 87
	TOTAL NET INCOME ABOVE OPERATING EXPENSES,	#140,000 01
z.	Amount paid other companies as rent for use of road, speci-	
	fying each company, the amount, and basis on which rent	
	is computed,—	_
	New Bedford Railroad Company,	1
	\$4 per share on 11,285 shares, \$45,140 00	1
	\$2 per share on 5,500 shares, 11,000 00	
	Interest on floating debt, 6,610 97	} 137,644 38
	\$4 per share on 16,785 shares, 67,140 00	1
	Interest on coupon bonds and sundry cor-	1
	porate expenses,	J
	Guarantee of 10 per cent. rental of Taunton Branch R. R.	-
	prior to February 1,	3,479 64
3.	Net income above operating expenses and amount paid for rent	•
	of roads,	7,735 85
4.	Percentage of same to capital stock and debt,	
	Balance for the year, or surplus,	7,735 85
	Surplus at commencement of the year,	20,347 32
11.	Total surplus,	28,083 17
	Paid to sinking funds in hands of trustees,	20,000 10
1~.	I aid to sinking runds in names of trustoos,	
	ceipts, Expenses, Net Earnings, &c., of Passenger Department.	
1.	TOTAL RECEIPTS from Passenger Department, as per "Rev-	
	enue for the Year," No. 6,	\$246,114 52
2.	(Total receipts per train mile, \$1.723.)	
3.	Expenses, proportion of "Maintenance of Way and Buildings,"	
	as per Class 1. No. 9	28,801 60
4.	Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	,
	Class 2. No. 15.	62,737 52
5	Expenses, "Passenger-Train Expenses," as per Class 3 No. 6	61,627 06
6	TOTAL EXPENSES,	153,166 18
7	(Total expenses per train mile, \$1.072.)	100,100 10
		00 040 94
0.	NET EARNINGS,	92,948 34
у.	(Net earnings per train mile, \$0.651.)	

^{*} As the Pullman, Wagner or other drawing-room and sleeping-cars.

Receipts, Expenses, Net Earnings, &c., of Freight Department.	
 TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$179,563 38
 Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	21,012 05
Class 2, No. 16, 5. Expenses, "Freight-Train Expenses," as per Class 4, No. 6,	. 45,772 63 61,551 47
6. Total expenses, 7. (Total expenses per train mile, \$1.429.) 8. Net earnings,	128,336 15 51,227 23
9. Net earnings per train mile, \$0.571.)	01,001 00

Description of Road.
[See Report of New Bedford R. R. Co.]

	Rolling Stock.					
		Total number.	Value.	Per mile road operated.		
1.	Locomotives (average weight of engines in working order, 284 tons),	}17				
2.	working order, 31½ tons), Tenders (average weight of tenders full of fuel and water, 19 tons), Tenders (maximum weight of tenders full of fuel and water, 22½ tons), (Average joint weight of engines and tend-	17	\$143,000 00	.296		
	ers, 47½ tons), Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 41½ feet.					
	Total length of heaviest engine and tender over all, 48½ feet.					
6.	Snow-plows (average weight,), . Passenger cars (average weight, 16½ tons). Passenger cars (maximum weight,), . Mail and baggage cars (av. weight, 11½ tons), .	33 }	131,800 00	.908		
8.	8-wheel box freight cars (av. weight, 7\frac{1}{2} tons), . 4-wheel box freight cars (av. weight, 4\frac{1}{2} tons), .	114	50000			
11.	8-wheel platform cars (av. weight, 62 tons), 4-wheel platform cars (av. weight, 4 tons), . Other cars (coal, gravel, &c.), (av. wt., 42 tons),	104 23 23	141,871 83	5.20		
13.	Total value,		\$416,671 83			
14.	Total freight cars, including coal, &c., on a basis of 8 wheels,	242				
15.	Number of locomotives equipped with train brakes,	None	-	_		
16.	(Kind of brake, Number of cars equipped with train brakes,	8	-	-		
17.	(Kind of brake, Westinghouse.) Number of passenger cars with Miller platform and buffer,	23	-	-		

	1
Mileage, Traffic, &c.	
 Miles run by passenger trains, Rate of speed of express passenger trains, in- 	142,844
cluding stops,	38 miles per hour.
ing stops,	26.6 miles per hour. 88,848
5. Rate of speed of express freight trains, including stops,	20 miles per hour.
6. Rate of speed of accommodation freight trains, including stops,	15 miles per hour.
7. Miles run by other trains, and for what purposes [gravel trains],	951
8. Total train miles run,	232,643
of road), 10. Number of local passengers (over part of road),	137,382 302,166
 Total number of passengers carried, Total passenger mileage, or passengers carried 	439,548
one mile,	7,264,006
 Number of tons carried, Total freight mileage, or tons carried one mile, 	976,274.109 4,649,480.389
 Freight mileage to and from other roads, Highest rate of fare per mile, for any distance, 	253,361.238 5 cents.
18. Lowest rate of fare per mile, for any distance, (single fare),	3 cents.
19. Average rate of fare per mile (not including	
season tickets) received from passengers on roads operated by this company,	3.85 cents.
passengers to and from other roads,* 21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per	3.48 cents.
day to each ticket,† . 22. Average rate of fare per mile for all passengers,	.77 cent.
23. Highest rate of freight per ton per mile, for any distance,	25 cents.
24. Lowest rate of freight per ton per mile, for any distance,	
25. Average rate of freight per ton per mile on roads operated by this company,	
26. Average rate of freight per ton per mile to and from other roads,*	2.25 cents.
27. Average number of cars in passenger trains, including baggage cars,	
28. Average number of cars in freight trains (basis of 8 wheels),	
 Average weight of passenger trains, including locomotive and tender, in working order, ex- 	
30. Average weight of freight trains, including locomotive and tender, in working order, ex-	
clusive of freight,	295 tons.
	'
Classification of Business.	
PASSENGERS. 3. Passengers travelling only within this State, 4. Total season-ticket passengers (round trip), .	439,548 19,979

^{*} After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

FREIGHT, IN TONS.

,	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.
l. Anthracite coal	_	-)		_	
2. Bituminous coal	i -	- 1	101,841.957	l _	_
3. Petroleum,	-	- ว่		_	_
4. Railroad iron, including steel	1	1	!	i .	
and steel-capped rails, .	_	-		_	_
5. Castings and other iron,	l -	- (1 3	-	_
6. Other metals,	-	- 1	٤	_	_
7. Iron and other ores,	-	-		_	_
8. Stone and brick,	-	- 1	1		-
9. Lime, coment and sand,	-	- 1	Other freight not reported.	-	-
0. Lumber,	-	- 1	6	-	-
1. Ice,	-	- (<u>F</u>	-	-
2. Live stock,	-	- (ğ	-	_
3. Dressed carcasses, smoked	l	1	2	ì	
and salted meats,	-	-		-	_
4. Flour,	-	-	ď	- 1	-
5. Grain,	-	- 1	1 4	-	_
Other agricultural products, .	-	- 1	§	- 1	-
7. Manufactures not included		1	ا ق		
above,*	· -	- 1	1	-	-
5. Merchandise,*	-	- 1	1	1	-
9. Other articles,	-	- J	İ	-	-
0. Total tons carried			276,274.109		

[•] Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

List of Accidents in Massachusetts.

		FROM CAUSES BETOND THEIR OWN CONTROL.			BON THEIR OWN MISCONDUCT OR CARRLESSNESS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured	
Passengers,		1	11	_	-	1	11	
Employés, .		-	2	-	-	-	2	
Others, .	•	-	-	2	-	2	-	

Statement of each Accident.

January 15, 1874.—The following persons were injured by the cars being thrown from the track at the junction of the Middleborough Railroad, caused by a misplaced switch: Albert A. Slocum, Rev. Hiram Sweet, Mrs. Seth Delano, Mrs. Charles Tucker, Marion Bartlett, Robert Chace; and eight other passengers were slightly hurt. Mr. Robert Chace died in six days after the accident. Employés injured: Henry G. Pomeroy and Reuben E. Ladd.

April 27.—Marshall Briggs, while walking in the yard at Taunton, was struck by a passing train and so seriously injured that he died in two hours.

September 2.—A child, about two years old, son of James Black, was killed at the Bassett crossing on the Attleborough Brauch by being struck by the engine.

LYMAN NICHOLS, N. THAYER, GEO. A. TORREY, HARRISON BLISS, E. A. HARRIS, WM. D. PECK, JOHN H. LOCKEY,

Directors of the Boston, Clinton and Fitchburg Railroad Company.

NEW BEDFORD DIV. B., C. & F. R. R. [Jan.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 7, 1874. Then personally appeared Lyman Nichols, N. Thayer, Geo. A. Torrey, Harrison Bliss and E. A. Harris, and severally made oath to the truth of the foregoing statement by them subscribed.

H. A. BLOOD, Justice of the Peace.

Then personally appeared Wm. D. Peck and John H. Lockey, and severally made oath to the truth of the foregoing statement by them subscribed.

S. W. HUNTLEY, Justice of the Peace.

Name and Residence of Officers.

Lyman Nichols, President, Boston; Geo. A. Torrey, Vice-President, Boston; H. A. Blood, Manager, Fitchburg; Warren Ladd, Superintendent, New Bedford; Herbert Ingalls, Treasurer, 17 U. S. Hotel Block, Boston.

Directors.—Lyman Nichols, Geo. A. Torrey, Geo. E. Towne, Nathaniel Thayer, Boston; Cyrus Gale, Northborough; Wm. D. Peck, Sterling; Harrison Bliss, Worcester; Francis B. Fay, South Lancaster; Wm. J. Rotch, New Bedford; E. A. Harrison, Clinton; J. H. Lockey, Leominster.

Proper Address for the Company.

BOSTON, CLINTON AND FITCHBURG RAILROAD COMPANY, NEW BEDFORD DIVISION, 17 U. S. HOTEL BLOCK, BOSTON, MASS.

REPORT OF THE TRUSTEES

IN POSSESSION OF THE

BOSTON, HARTFORD & ERIE RAILROAD,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Cost of Road, &c.

[Not known to the Trustees. The cost to them as representing the bondholders, secured by the mortgage to R. H. Berdell and other Trustees, being \$20,000,000, and the property being encumbered by about \$2,500,000, bonds secured by prior mortgages.]

	Expenditures Charged to Capital Account during the Year.	
1.	Main line, extension, alteration or completion of road	A 10 FCC 04
	[from Putnam to Willimantic, expended by the Trustees],	\$10,566 04
	Double track extension,	None.
4.	Land,	3,742 00
Ű.	tions,	_
ß	Engine-houses, car-sheds, and turn-tables,	_
7	New locomotives,	31,794 77
	New snow-plows,	01,754 77
	New passenger cars,	_
	New mail and baggage cars,	6,375 83
15.	Any other expenditures charged to capital account, specify-	9,010 00
	ing same [Caryville bridge],	1,800 00
16.	TOTAL.	54,278 64
	Property sold and credited capital account,	-
	Net addition to capital account for the year	54,278 64
	, , , , , , , , , , , , , , , , , , , ,	
	Revenue for the Year.	
1.	Receipts from local passengers on roads operated by this	
	company,	\$ 242,423 91
2.	Receipts from passengers from and to other roads over roads	
	operated by this company,	146,425 35
3.	Receipts from passengers over other roads as tolls, or for use	
	of cars of this company,	4,267 98
	Receipts for express,	37,064 65
	Receipts for mails,	13,574 16
6.	Total receipts from passenger department,	443,756 05
7.	Receipts from local freight on roads operated by this com-	
	pany,	222,684 97
R.	Receipts from freight from and to other roads over roads	
_	operated by this company,	226,423 18
9.	Receipts from freight over other roads as tolls, or for use of	
	cars of this company,	
	Total receipts from freight department,	449,108 15
	Receipts as rents for use of road and equipment, when leased,	22,426 03

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10 m	A017 000 00
12. TOTAL EARNINGS,	\$ 915,290 23
13. Per mile of road operated	
14. Per mile of road operated,—computed as single track, not including sidings 6,011 71	
track, not including sidings, 6,011 71 15. Per train mile,	
16. Proportion for Massachusetts, 635,435 13	
17. Income from other roads,	_
18. Income from rent of property other than road and equip-	_
ment, specifying same	_
19. Income from all other sources (including accretions from	
sinking funds, investments in stocks, bonds, steamboat	
property, transportation lines, &c., specifying same), .	_
20. TOTAL INCOME,	915,290 23
21. Percentage to capital stock and debt, 4.07	, , , , , , , , , , , , , , , , , , , ,
22. Percentage to means applied to construction,	
equipment, &c.,	
CLASS 1.—Maintenance of Way and Buildings (charged to operating	
expenses).	
1. Repairs of road, exclusive of bridges and new rails,*	\$ 172,006 82
2. New iron rails, deducting old rails sold, (number of miles,	
, weight per yard,	13,101 77
3. Steel rails, deducting old rails sold, (number of miles,	1
weight per yard),	_
4. Repairs of bridges,	28,648 76
5. Repairs of buildings and fixtures (station),	5,035 22
6. Repairs of and additions to machine-shops and machinery,	928 17
7. Repairs of fences, road crossings and signs,	1,365 91
8. TOTAL,	221,086 65
9. Proportion of same to passenger department, † \$109,880 70	
10. Proportion of same to freight department, † . 111,205 95	
11. Of the above total there was expended for other than ordi-	
nary repairs,	-
CLASS 2.—General Traffic Expenses.	
1. Taxes, State and local,	847 83
2. General salaries, office expenses and miscellaneous, not em-	047 00
braced in Classes 3 and 4,	57,614 45
3. Insurance premiums and losses by fire and damages for fires	01,011 10
set by engines,	11,283 14
4. Repairs of locomotives,	49,718 00
5. Repairs of snow-plows,	
6. New locomotives (charged to operating expenses),	_
7. New snow-plows (charged to operating expenses),	<u>-</u>
8. Removing ice and snow,	390 26
9. Fuel—175 cords of wood, cost \$1,504.80; 11,701\frac{1}{2} tons of coal,	
cost \$97,861.64,	99,366 44
10. Water,	7,497 35
11. Oil and waste,	6,858 84
12. Switchmen, watchmen, flag and signal men,	26,112 65
13. Telegraph expenses,	-
14. TOTAL,	259,688 96
15. Proportion belonging to passenger department, † \$129,046 00	
16. Proportion belonging to freight department, † 130,642 96	
Craca 2 Dansanger Weeting Demande	
CLASS 3.—Passenger-Train Expenses.	17 056 14
1. Repairs of passenger, mail and baggage cars,	17,956 14
2. New passenger, mail and baggage cars (charged to operating expenses),	
3. Damages and gratuities, passenger,	10,255 93
4. Salaries, wages and incidentals of passenger department,	97,504 96
4. Statistics, mages and incidentals of passenger department,	01,004 00
ı	

^{*} Including labor and materials in new sidings.
† Computed on gross receipts from passenger and freight departments.

. A	
 Amount paid other corporations or individuals not operating roads, for use of passenger cars, and repairs of same, 	_
6. TOTAL,	\$125,717 03
	Vy
CLASS 4.—Freight-Train Expenses.	
. Repairs of freight cars,	15,256 57
2. New freight cars charged to operating expenses,	. 4 950 .00
k. Damages and gratuities, freight,	4,852 69
1. Salaries, wages and incidentals of freight department, 5. Paid corporations or individuals not operating roads for use	90,738 27
of freight cars,	_
S. TOTAL,	110,847 53
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN	,
CLASSES 1, 2, 3, 4,	717,340 17
Per mile of the road operated,	,
. Per mile of single track operated, not includ-	
ing sidings, 4,711 60	
Per train mile,	
Proportion for Massachusetts,	
Percentage of expenses to income, 78.37	
Net Income, Dividends, &c.	
	A100 050 0
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$ 19 7 ,950 00
Amount paid other companies as rent for use of road, speci-	
fying each company, the amount, and basis on which rent	
is computed [Norwich and Worcester Railroad deficiency in its compiler to pay 10 per cent per appur upon its	
in its earnings to pay 10 per cent. per annum upon its capital stock],	29,766 3
Net income above operating expenses and amount paid for rent	23,100 3
of roads,	\$168,183 7
Percentage of same to capital stock and debt, 0.88	\$100,100 1.
Paid for rent of property at Boston terminus, \$54,306 04	
Legal and administration expenses, 18,730 96	
Damages to merchandise burned Nov. 9, 1872, 3,162 20	
· · · · · · · · · · · · · · · · · · ·	76,199 2 0
Polones for the year or enrylus	Ø01 004 51
Balance for the year, or surplus,	\$ 91,98 4 51
Surplus at commencement of the year,	_
Paid to sinking funds in hands of trustees,	_
Total to similing range in manager transcoopy in the similar range in manager transcoopy in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in the similar range in t	
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
. Total receipts from Passenger Department, as per "Rev-	
enue for the Year," No. 6,	\$443,756 03
. (Total receipts per train mile, \$1.032.)	- ,
Expenses, proportion of "Maintenance of Way and Buildings,"	
as per Class 1, No. 9,	109,880 70
Expenses, proportion of "General Traffic Expenses," as per	
Class 2, No. 14,	129,046 0
Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	125,717 0
TOTAL EXPENSES,	364,643 7
(Total expenses per train mile, \$0.848.)	80 110 0
NET EARNINGS,	79,112 3
. (Net earnings per train mile, \$0.184.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	•
. TOTAL RECEIPTS from Freight Department, as per "Revenue	
for the Year," No. 10,	\$449,108 1
(Total receipts per train mile, \$1.957.)	• ,===
Expenses, proportion of "Maintenance of Way and Buildings,"	
as per Class 1, No. 10,	111,205 95
	•
I	

^{*} As the Puliman, Wagner or other drawing-room, and sleeping-cars.

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•	~~

4. Expenses, proportion Class 2, No. 16 5. Expenses, "Freig 6. Total expenses 7. (Total expenses p	ht-Tra	in Ea	pense	æ,"a	s pe	Exp r Cla	enses, 88 4,	" as No.	рег 6, .		\$130,642 110,847 352,696	53
8. NET EARNINGS, 3. 9. (Net earnings per	train	mile	, \$0.4	20.)	•	•	•	•	•		96,411	71
General Balar	noe Sh	eet at	Closi	ing o	f Ao	oount	s, Sej	teml	er 30	, 18	374.	
		•		Dr.								
Construction (year e	nding	Sept.	30, 1	1874)	,			•	•		\$103,494	27
Land damage, .	•							•	•		2,713	07
Real estate,	•	•			•	•		•	•	•	10,097	31
Interest on Receiver	s' certi	ificate	s of	inde	bted	ness,		•	•		25,940	00
Boston Wharf rent,	•	•	•		•	•	•				37,000	00
Piper wharf rent, .		•		•							7,506	04
T. F. Richardson, .	•	•				•		•	•		87,800	00
Renewal Dedham Br	anch,								•		11,910	41
New equipment and	increa	se of	supp	lies,					•		211,295	79
Legal and administra	ation •	exper	1868,		•						68,292	85
N. C. Munson, .											2,567	06
Tax titles and mortg	ages,										13,667	31
Expense bondholders	s' meet	ting,									1,093	76
H., P. & Fishkill R.	R. cou	pons	, .		•	•					725	73
Merchandise burned	Nov.	9, 187	2,								15,307	32
Payments by order o	f cour	t to s	ecure	ров	essi	on,					197,925	96
Norwich & Worceste	er R. F	?., on	lease	acc	ount	, .					58,364	12
Balances due from co	onnect	ing r	oads,			•					6,174	23
Cash on hand, .	•	•	•	•		•	•	•	•	٠	4,991	10
										Ī	\$ 866,866	33
	_	_		CR	-	_						
Operating departmen		Rece	ivers	' sur	plus	for :	1871,	_				
Surplus for 1871-2,		•	•	•	•	•	•		1,924			
Surplus for 1872-3,		•	•	•		•	•		3,545			
Trustees' certificates	for co	ntrib	utior	ıs of	bon	dholo	lers,	17:	2,725	00		

Note.—The above is 'compiled from the books of the Trustees and of the operating department. As the Trustees, acting under the supervision of several courts, do not feel authorized to close their accounts annually, the figures given include their balances for more than three years. The expenditures stated include those necessary to protect the interests of the mortgagees in 404 miles of railroad, complete and incomplete, while the revenue given is derived from only 139 miles, directly operated by them.—Com.

Surplus for 1873-4 (net earnings), .

91,608 **47** 197,950 06

\$866,866 33

Description of Road.	
1. Date when the road or portions thereof were	10.0
opened for public use,	Not known.
2. Length of main line of road from Boston to	2100 2200 1120
Willimantic,*	85.75 miles.
Length of main line of road in Massachusetts,	51.5 miles.
In other States [Connecticut],	34.25 miles.
3. Length of line with track laid, if road is not	
completed,	2007
4. Length of double track on main line,	13,25 miles.
5. Branches owned by company,	-
Name and description of each, single or double	
track,-t	17.5 miles.
Southbridge,	33.75 miles.
Dedham,	2 miles.
6. Total length of branches owned by company, .	53.25 miles.
7. Total length of branches owned by company in	Obligation and the state of
Massachusetts,	45 miles.
8. Total length of branches owned by company in	
other States,—	
Connecticut,	7.25 miles.
Rhode Island,	1 mile.
9. Length of double track on branches,	7 400 7
10. Total length of road belonging to the Trustees, a	439 miles.
11. Aggregate length of sidings and other tracks	18.218 miles.
not above enumerated,	14.164 miles.
12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this	14.104 mnes.
company, computed as single track,	170,468 miles.
14. Same in Massachusetts,	123,164 miles.
15. Total length of steel rails in tracks belonging	*
to this company,	
(Weights per yard,)	
16. Total length of steel-top rails in tracks belong-	
ing to this company,	
(Weights per yard,	
17. Number of spans of bridges of 25 feet and up-	48
18. Number of iron bridges (aggregate length,	40
feet, 241),	4
19. Number of wooden bridges (aggregate length,	
feet, 7,072),	64
20. Bridges built within the year,	None.
21. Number of crossings of highways at grade, .	101
22. Number of crossings of highways over railroad,	55
23. Number of crossings of highways under rail-	
road,	25
24. Number of highway bridges 18 feet above track,	7
25. Number of highway bridges less than 18 feet above track,	48
26. Number of crossings at which gates or flagmen	-
are maintained.	19
27. Number of crossings at which there are neither	
gates nor flagmen,	82
28. Number of railroad crossings at grade, specify-	100 m
ing each,	2
	and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th

^{*} Lengths to be given in miles and decimals.

a Not including the H., P. & F. R. R. from Providence, R. I., to Waterbury, Conn., 122 miles, which belongs to the Berdell bondholders, subject to the H., P. & F. R. R. mortgage, and is operated by the Trustees of that mortgage, who report directly to the Connecticut commissioners. The total length of finished line and branches owned by the Trustees of the B. & H. & E. R. L. is therefore 261 miles.

70 BOSTON, HARTFORD & ERIE RAILROAD. [Jan.

 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each, 	3 1
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT. [None.]	
 Total miles of road operated by the Trustees, Total miles of road operated by the Trustees in Massachusetts, Number of stations on all roads operated by the Trustees,a. Same in Massachusetts, Miles of telegraph on line of road operated by this company, Miles of telegraph owned by this company, Number of telegraph offices in company's stations, Number of telegraph stations operated by this company, Number of telegraph stations operated jointly by railroad and telegraph company, 	139 96.5 82 59 139 None. 14 None.

Rolling Stock.

		Total number.	Value.	Per mile road operated.
2.	Locomotives (average weight of engines in working order, 26 tons),	30	\$270,000 00	.216
5.	Snow-plows (average weight,),	1	450 00	.007
	Passenger cars (average weight, 17 tons.), Passenger cars (maximum weight, 18 tons.)	39	156,000 00	.280
7.	Mail and baggage cars (av. weight, 15 tons.), .	20	40,000 00	.144
8.	8-wheel box freight cars (av. weight, 16,400 lbs.),	113	67,500 00	.812
9.	4-wheel box freight cars (av. weight, 6,700 lbs.),	17	6,200 00	.122
10.	8-wheel platform cars (av. weight, 14,500 lbs.),	133	67,000 00	.956
	4-wheel platform cars (av. weight,), .	None	` -	-
12.	Other cars (coal, 29; gravel, 120; milk, 3), .	152	30,000 00	1.092
13.	Total value,	•	\$ 637,150 00	

^{*} Lengths to be given in miles and decimals.

Rolling Stock-Continued.

	Total number.	Value.	Per mile road operated.
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	3491		2.515
15. Number of locomotives equipped with train brakes,		_	
(Kind of brake, Smith Vacuum.) 16. Number of cars equipped with train brakes, (Kind of brake, Smith Vacuum.)	10	-	-
17. Number of passenger cars with Miller platform and buffer,	3	-	-
Mileage, Traffic, &c.		•	
1. Miles run by passenger trains,	429,77	5	
 Rate of speed of express passenger trains, including stops, Rate of speed of accommodation trains, includ- 		es per hour.	
ing stops,	20 mil 200,48	es per hour. 4 ·	•
ing stops, . 6. Rate of speed of accommodation freight trains,	15 mil	es per hour.	
including stops,	10 mil	es per hour.	
poses [gravel and construction],	28,955	_	
8. Total train miles run,		6	59,214
of road),	19,1	.98	
10. Number of local passengers (over part of road),	1,755,5		~4 ~10
11. Total number of passengers carried,			74,710
one mile,	6,442,7	15,3 82	82,302
14. Number of tons carried,	362,5	13	
5. Total freight mileage, or tons carried one mile, 6. Freight mileage to and from other roads,	5,569,6		57,000
7. Highest rate of fare per mile, for any distance,	10 cent		
18. Lowest rate of fare per mile, for any distance, (single fare),	21 cent	8.	
19. Average rate of fare per mile (not including season tickets) received from passengers on			
roads operated by this company,	2.47 ce	nts.	
20. Average rate of fare per mile received from passengers to and from other roads,* 21. Average rate of fare per mile for season-ticket	2.55 ce	nts.	
passengers, reckoning one round trip per	14		
day to each ticket,†	1 cent. 2.9 cen	ts.	
any distance,	2 cente	3.	
4. Lowest rate of freight per ton per mile, for any distance,	2 cents		
5. Average rate of freight per ton per mile on roads operated by this company,	4.4 cen	_	

^{*} After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give
the rate on such basis.

27. 28. 29. 30.	Average rate of freight per ton per mile to and from other roads.* Average number of cars in passenger trains, including baggage cars, Average number of cars in freight trains (basis of 8 wheels), Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers, Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight, Number of persons regularly employed by company, including officials,	5 17 120	tons.	•
	Classification of Business.			
	Passengers.			
	Passengers coming from other States, t	•		. 95,129
2.	Passengers going to other States, t	•	•	. 84,929
3.	Passengers travelling only within this State,.	•	•	. 1,567,406
4.	Total season-ticket passengers (round trip), .	•	•	. 339,139
	Passengers to Boston (including season),	•	•	. 443,493
	Passengers from Boston (including season),:	•	• .	. 460,890
7.	Season-ticket passengers to and from Boston (on daily),†	o roun	id trij	222,433

After deducting all allowances for tolls, or use of cars, &c.
 † Apply only to roads crossing the State line.
 ‡ Apply only to the roads terminating in Boston.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal,	22,435	2,500	22,506	13,476	-
2. Bituminous coal,	767	1,168	5,965	6,573	_
3. Petroleum.	8	. 21	4,255	95	1,160
4. Railroad iron, including steel			1		•
and steel-capped rails,	1,101	20	266	136	1,126
5. Castings and other iron,	2,703	1,098	6,572	2,922	4,298
6. Other metals,	1,147	178	200	800	800
7. Iron and other ores,	100	-	-	-	-
8. Stone and brick,	6,617	8,506	9,970	583	1, 01 0
9. Lime, cement and sand, .	898	876	3,895	8,163	200
0. Lumber,	1,56 0	2,840	15,062	11,368	1,058
11. Ice,			1,350	-	-
2. Live stock,	80	45	65	152	200
3. Dressed carcasses, smoked					
and salted meats,	602	1,642	832	1,842	816
4. Flour,	285	133	4,479	1,869	104
l5. Grain,	810	2,010	14,879	1,853	100
6. Other agricultural products, .	816	2,047	832	702	866
7. Manufactures not included				l	
above,*	7,224	9,288	9,564	7,549	11,957
8. Merchandise,	22,388	24,012	27,839	80,577	20,659
9. Other articles,	8,774	11,400	88,753	25,026	9,806
0. Total tons carried,	78,310	62,284	217,284	107,686	57,160

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandles of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

				ses beyond n Control.		own Miscon- arrlessness.	To	TAL.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	•		_	-	_	1	_	1
Employés, .			1	7	3	1	4	8
Others, .	•	•	-		2	8	2	8

List of Accidents in Massachusetts.

Statement of each Accident.

October 17, 1873.—Patrick Mullen, a trespasser, killed near South Bay draw-bridge.

October 21.—James A. Dea, engineer, jumped from train and killed, near South Bay drawbridge.

November 7.—Nathan J. Cole, brakeman, killed by being struck by Harvard Street bridge.

February 12, 1874.—Wm. F. Odell, brakeman, fell from train near Wadsworth's, and broke a leg. Recovered.

February 27.—A. W. Orcutt (dumb boy), a trespasser, struck by engine and thrown into a snow-bank; injury very slight.

March 17.—Wm. Butterworth, brakeman, knocked off train by Fourth Street bridge; injury slight.

March 30.—Geo. Denning, brakeman, fell from track at Springvale, and broke his leg.

March 31.—Peter and Joseph Gaucher, trackmen, injured by hand-car being struck by an engine. Both recovered.

April 13.—Wm. Simms, bridge carpenter, at work on bridge near depot, struck by train and killed.

April 17.—Michael Powers, employé, caught between a gravel car and the depot, and broke his collar-bone.

April 27.—Robert Stolper, a trespasser, stepped before the engine at Webster, and broke his leg.

May 26.—Charles Sauman, a boy about ten years of age, attempted to pass in front of a train near Newton Highlands, was struck by the locomotive, and instantly killed.

June 20.—F. A. Dinsmore and D. E. Loftus, employés, slightly injured by being thrown from freight train at Mill River Junction.

August 15.—Peter G. Gilbride, brakeman, thrown from a train at Norwood, and killed.

August 15.—Mrs. Laughlan, in driving across the track in Dover, directly in front of an approaching train, was thrown from her carriage and somewhat bruised.

September 4.—C. W. Hardy, passenger, jumped from express train at Hyde Park, and had his head badly cut.

September 12.—Hannah Bradley, a trespasser, lying alongside the track near Franklin, was struck by an engine and badly hurt.

74 BOSTON, HARTFORD & ERIE RAILROAD. [Jan.

September 27.—Gordon Pierce, Jas. Wild, E. E. Rollins and R. D. Childs, trespassers, thrown down by hose laid across track at Hyde Park being caught and torn apart by engine. All more or less injured; none fatally.

WM. T. HART,
CHARLES P. CLARK,
Trustees of the Boston, Hartford and Eric Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. December 4, 1874. Then personally appeared Charles P. Clark, and made oath to the truth of the foregoing statement by him subscribed.

FRANCIS M. JOHNSON, Justice of the Peace.

Name and Residence of Officers.

Wm. T. Hart, Charles P. Clark, Trustees; George B. Phippen, Treasurer Trustees; H. A. G. Pomeroy, Acting Supt. Eastern Division; E. H. Tucker, Supt. Woonsocket Division; George H. Williams, General Freight Agent; A. C. Kendall, General Ticket Agent; Thomas Nixon, Auditor; George W. Little, Cashier; S. A. Stevens, Assistant-Cashier,—all of Boston.

Proper Address for the Company.

TRUSTEES BOSTON, HARTFORD AND ERIE RAILROAD COMPANY, Boston.

REPORT

OF THE

BOSTON & LOWELL RAILROAD CORPORATION,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$3,380,000 00
2. Capital stock authorized by votes of company,	3,380,000 00
3. Capital stock issued (number of shares, 6,400);	0.000.000.00
amount paid in,	3,200,000 00
4. Capital stock paid in on shares not issued (num-	None.
ber of shares,),	\$3,200,000 00
6. Capital stock paid in per mile of road owned	\$3,200,000 00
by company,	75,321 64
7. Capital stock paid in, proportion for Massachu-	70,021 04
setts,*	A11.
8. Capital stock, number of shares issued not en-	
titled to dividends,	None.
9. Par value of shares, \$500 (the average price	•
at which shares were sold, \$500).	
10. Number of stockholders,	1,040 00
11. Amount of stock held in Massachusetts,	2,840,500 00
12. Number of stockholders in Massachusetts,	882
DEBT. 13. Funded debt, as follows:— Bonds, due Oct. 1, 1879, rate of interest, 6 per cent., Bonds, due April 1, 1892, rate of interest, 7 per cent., 3d mortgage bonds, due , rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt a incurred for construction, equipment or purchase of property, † 16. Unfunded debt incurred for any other purpose, and for what, 17. Other debts—current credit balances, &c., 18. Total debt liabilities, 19. Amount of debt liabilities after deducting cash,	200,000 00 999,500 00 - 1,199,500 00 1,221,300 00 None. 142,220 86 2,563,020 86
sinking funds in hands of trustees, and such securities and debt balances as do not repre- sent permanent investments,	2,138,217 88

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

a Notes payable and due as follows:—1874, \$257,500; 1875, \$275,500; 1876, \$508,300; 1877, \$98,000; 1878, \$72,000; 1879, \$15,000.

20. Proportion of same for Massachusetts,*	All.
21. Proportion of same per mile of road,	\$ 50,016 7 9
22. Contingent liabilities as guarantor of bonds or	1
debts of other corporations, specifying same,	None.
debts of other corporations, specifying same,	None.
CASH REALIZED, &C.	
3. Total cash realized from capital, and debt in-	1
curred for construction, equipment, &c.,	5,620,800 00
4. Total amount of income which has been ex-	1
pended (in addition to funds derived from	1
capital and debt) in construction, equip-	
mont and numbers of property	
ment, and purchase of property,	
5. Total means applied to construction,	Ar 000 emp /
EQUIPMENT AND PURCHASE OF PROPERTY, .	\$5,008,773
6. Proportion of above for Massachusetts,*	All.
Cost of Road, Equipment and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY	ì
COMPANY.	İ
1. Grading and masonry,	\$453,117 14
2. Bridging,	119,557 16
3. Superstructure, including rails,	367,824 62
4. Land, land damages and fences,	562,724 27
5. Passenger and freight stations, wood-sheds and	000 004 01
water stations,	936,874 31
6. Engine-houses, car-sheds and turn-tables [in-	ì
cluded in No. 5].	
7. Machine shops [included in No. 5].	
8. Interest paid during construction, discount, &c.	None.
9. Engineering, agencies, salaries and other ex-	
penses during construction,	47,359 07
0. Total expended for construction,	\$2,487,456 \$
1. Average cost of construction per mile of road	\$2,201,200
	E0 100 10
built by company,	58,186 12
2. Same per mile of single track built by com-	07.700.74
pany, not including sidings,	35,790 74
3. Proportion of cost of construction for Massa-	
chusetts,*	2,487,456 57
Forman	
EQUIPMENT.	164 940 69
4. Locomotives (number, 41),	164,849 63
5. Snow-plows on wheels (number, 15),.	00.000.10
6. Passenger, mail and baggage cars (number, 70),	96,030 13
7. Freight and other cars (number, 988),	97,589 26
8. Machinery and tools,	
O Total for equipment	
o. totat joi equipment,	358,469 (
	358,469 (
0. Average cost of equipment per mile of road	,
O. Average cost of equipment per mile of road operated by company,	4,318 90
O. Average cost of equipment per mile of road operated by company,	,
O. Average cost of equipment per mile of road operated by company, O. Proportion for Massachusetts,*	4,318 90
O. Average cost of equipment per mile of road operated by company, O. Proportion for Massachusetts,* CROPERTY PURCHASED AND ON HAND, NOT INCLUD-	4,318 90
O. Average cost of equipment per mile of road operated by company, 1. Proportion for Massachusetts,* CROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.	4,318 90
O. Average cost of equipment per mile of road operated by company, 1. Proportion for Massachusetts,* CROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 2. Stoneham branch, original cost, \$87,992.45,	4,318 90 358,469 02
0. Average cost of equipment per mile of road operated by company, 1. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 2. Stoneham branch, original cost, \$87,992.45, purchased for	4,318 90
O. Average cost of equipment per mile of road operated by company, 1. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 2. Stoncham branch, original cost, \$87,992.45, purchased for . Lexington & Arlington branch, original cost,	4,318 90 358,469 02 \$50,000 00
O. Average cost of equipment per mile of road operated by company, 1. Proportion for Massachusetts,* CROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 2. Stoncham branch, original cost, \$87,992.45, purchased for Lexington & Arlington branch, original cost, \$263,707.75, purchased for	4,318 90 358,469 02
O. Average cost of equipment per mile of road operated by company, 1. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 2. Stoncham branch, original cost, \$87,992.45, purchased for . Lexington & Arlington branch, original cost,	4,318 90 358,469 02 \$50,000 00
O. Average cost of equipment per mile of road operated by company, 1. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 2. Stoncham branch, original cost, \$87,992.45, purchased for Lexington & Arlington branch, original cost, \$263,707.75, purchased for	4,318 90 358,469 02 \$50,000 00
O. Average cost of equipment per mile of road operated by company, 1. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 2. Stoncham branch, original cost, \$87,992.45, purchased for . Lexington & Arlington branch, original cost, \$263,707.75, purchased for . Lexington & Arlington branch connection,	4,318 90 358,469 02 \$50,000 00 140,000 00 178,719 20
1. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 2. Stoncham branch, original cost, \$87,992.45, purchased for Lexington & Arlington branch, original cost, \$263,707.75, purchased for Lexington & Arlington branch connection, cost, new,	\$50,000 00 140,000 00

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

23. Stock of Lowell & Lawrence road, 1,665 shares,		
purchased for	\$241,669	00
Stock of Salem & Lowell road, 1,628 shares, purchased for	104,005	00
24. Bonds of , nominal		
amount, , purchased for	-	-
 Other securities, viz.:— Real estate in Boston, Cambridge and Win- 	į	
chester,	1,777,799	70
26. Steamboat , nominal amount , purchased for	None.	
27. Investments in transportation lines,	110110.	
nominal amount, , purchased for .	Nothing.	
28. Lands in (if not used for the business of the road, so state),	None.	
29. Other property purchased:—		
Hall's railway signal,	3,450	00 \$2,708,860 04
30. Total property purchased, 31. Property in Massachusetts (including propor-		42,700,000 04
tion of equipment,)	3,067,329	
32. Whole amount of permanent investments, 33. Proportion for Massachusetts,	5,554,785 5,554,785	63
34. Total property and assets of the company,		6,166,812 55
35. Amount of sinking and contingent funds, and		60
their purpose,	572,950	00
		1
Expenditures Charged to Capital Account during		
1. Main line, extension or alteration of road, .		_
2. Branches, extension or alteration of road, speci	uving each:	i
 Main line, extension or alteration of road, Branches, extension or alteration of road, specific lexington & Arlington R. R., 	\$21,986 10	
Lexington & Arlington R. R.,	\$21,986 10 56,480 46	
Lexington & Arlington R. R.,	\$21,986 10	
Lexington & Arlington R. R.,	\$21,986 10 56,480 46	\$82,287 24
Lexington & Arlington R. R.,	\$21,986 10 56,480 46 3,820 68	\$82,287 24
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions,	\$21,986 10 56,480 46 3,820 68	\$82,287 24 56,818 40
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-aheds and tions, 6. Engine-houses, car-sheds and turn-tables,	\$21,986 10 56,480 46 3,820 68	\$82,287_24 56,818_40 249,130_83
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions,	\$21,986 10 56,480 46 3,820 68	\$82,287_24 56,818_40 249,130_83
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New passenger cars.	\$21,986 10 56,480 46 3,820 68 	\$82,287 24 56,818 40 249,130 83 5,520 00
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New passenger cars, 10. New mail and baggage cars [included in No. 9]	\$21,986 10 56,480 46 3,820 68 	\$82,287 24 56,818 40 249,130 83 5,520 00
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New snow-plows, 10. New mail and baggage cars [included in No. 9] 15. Any other expenditures charged to capital accoing same [Hall's railway signal],	\$21,986 10 56,480 46 3,820 68 	\$82,287 24 56,818 40 249,130 83 5,520 00 9,315 00
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New passenger cars, 10. New mail and baggage cars [included in No. 9] 15. Any other expenditures charged to capital accoing same [Hall's railway signal], 16. TOTAL,	\$21,986 10 56,480 46 3,820 68 	\$82,287 24 56,818 40 249,130 83 5,520 00 9,315 00
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New passenger cars, 10. New mail and baggage cars [included in No. 9] 15. Any other expenditures charged to capital accoming same [Hall's railway signal],	\$21,986 10 56,480 46 3,820 68 	\$82,287 24 56,818 40 249,130 83 5,520 00 9,315 00 3,450 00 406,521 42 406,521 42
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New snow-plows, 10. New mail and baggage cars [included in No. 9] 15. Any other expenditures charged to capital accoing same [Hall's railway signal], 16. Total, 17. Property sold and credited capital account,	\$21,986 10 56,480 46 3,820 68 	\$82,287 24 56,818 40 249,130 83 5,520 00 9,315 00 3,450 00 406,521 43
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New passenger cars, 10. New mail and baggage cars [included in No. 9] 15. Any other expenditures charged to capital account ing same [Hall's railway signal], 16. Total, 17. Property sold and credited capital account, 18. Net addition to capital account for the year, Revenue for the Year.	\$21,986 10 56,480 46 3,820 68	\$82,287 24 56,818 40 249,130 83 5,520 00 9,315 00 406,521 47 406,521 47
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New passenger cars, 10. New mail and baggage cars [included in No. 9] 15. Any other expenditures charged to capital accoming same [Hall's railway signal], 16. Total, 17. Property sold and credited capital account, 18. Net addition to capital account for the year, Revenue for the Year. 1. Receipts from local passengers on roads oper company,	\$21,986 10 56,480 46 3,920 68	\$82,287 24 56,818 40 249,130 83 5,520 00 9,315 00 406,521 43 406,521 43
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New passenger cars, 10. New mail and baggage cars [included in No. 9] 15. Any other expenditures charged to capital accoming same [Hall's railway signal], 16. Total, 17. Property sold and credited capital account, 18. Net addition to capital account for the year, Revenue for the Year. 1. Receipts from local passengers on roads oper company, 2. Receipts from passengers from and to other road.	\$21,986 10 56,480 46 3,920 68	\$82,287 24 56,818 40 249,130 83 5,520 00 9,315 00 406,521 43 406,521 43
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New passenger cars, 10. New mail and baggage cars [included in No. 9] 15. Any other expenditures charged to capital acconing same [Hall's railway signal], 16. Total, 17. Property sold and credited capital account, 18. Net addition to capital account for the year, Revenue for the Year. 1. Receipts from local passengers on roads oper company, 2. Receipts from passengers from and to other road operated by this company, 3. Receipts from passengers over other roads as toleral carbon statements.	\$21,986 10 56,480 46 3,820 68 d water sta	\$82,287 24 56,818 40 249,130 83 5,520 00 9,315 00 406,521 47 406,521 47
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New passenger cars, 10. New mail and baggage cars [included in No. 9] 15. Any other expenditures charged to capital accoming same [Hall's railway signal], 16. TOTAL, 17. Property sold and credited capital account, 18. Net addition to capital account for the year, Revenue for the Year. 1. Receipts from local passengers on roads oper company, 2. Receipts from passengers from and to other road operated by this company, 3. Receipts from passengers over other roads as tol of cars of this company,	\$21,986 10 56,480 46 3,820 68 d water sta	\$82,287 24 56,818 40 249,130 83 5,520 00 9,315 00 406,521 47 406,521 47 \$464,984 10 101,844 00 Nothing.
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New passenger cars, 10. New mail and baggage cars [included in No. 9] 15. Any other expenditures charged to capital accoming same [Hall's railway signal], 16. Total, 17. Property sold and credited capital account, 18. Net addition to capital account for the year, Revenue for the Year. 1. Receipts from passengers on roads oper company, 2. Receipts from passengers from and to other road operated by this company, 3. Receipts from passengers over other roads as tol of cars of this company, 4. Receipts for express,	\$21,986 10 56,480 46 3,820 68 d water sta	\$82,287 24 56,818 40 249,130 83 5,520 00 9,315 00 406,521 43 406,521 43 \$464,984 10 101,844 00 Nothing. 20,465 43
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New passenger cars, 10. New mail and baggage cars [included in No. 9] 15. Any other expenditures charged to capital accoming same [Hall's railway signal], 16. Total, 17. Property sold and credited capital account, 18. Net addition to capital account for the year, Revenue for the Year. 1. Receipts from local passengers on roads oper company, 2. Receipts from passengers from and to other road operated by this company, 3. Receipts from passengers over other roads as tol of cars of this company, 4. Receipts for express, 5. Receipts for mails, 6. Total receipts from passenger department,	\$21,986 10 56,480 46 3,920 68 d water sta- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, s	\$82,287 24 56,818 40 249,130 83 5,520 00 9,315 00 406,521 47 406,521 47 406,521 47 \$464,984 10 101,844 00 Nothing. 20,465 47 9,058 65 596,352 19
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New passenger cars, 10. New mail and baggage cars [included in No. 9] 15. Any other expenditures charged to capital accoming same [Hall's railway signal], 16. TOTAL, 17. Property sold and credited capital account, 18. Net addition to capital account for the year, Revenus for the Year. 1. Receipts from local passengers on roads oper company, 2. Receipts from passengers from and to other road operated by this company, 3. Receipts from passengers over other roads as tol of cars of this company, 4. Receipts for express, 5. Receipts for mails, 6. Total receipts from passenger department, 7. Receipts from local freight on roads operated	\$21,986 10 56,480 46 3,920 68 d water sta- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, specify- cunt, s	\$82,287 24 56,818 40 249,130 83 5,520 00 9,315 00 406,521 47 406,521 47 406,521 47 \$464,984 10 101,844 00 Nothing. 20,465 47 9,058 63 596,352 19
Lexington & Arlington R. R., Mystic River R. R., Lawrence Branch R. R., 3. Double track extension, 4. Land [and wharf property], 5. Passenger and freight stations, wood-sheds and tions, 6. Engine-houses, car-sheds and turn-tables, 7. New locomotives, 8. New snow-plows, 9. New mail and baggage cars [included in No. 9] 15. Any other expenditures charged to capital acconing same [Hall's railway signal], 16. Total, 17. Property sold and credited capital account, 18. Net addition to capital account for the year, Revenue for the Year. 1. Receipts from local passengers on roads oper company, 2. Receipts from passengers from and to other road operated by this company, 3. Receipts from passengers over other roads as tol of cars of this company, 4. Receipts for express, 5. Receipts for mails, 6. Total receipts from passenger department,	\$21,986 10 56,480 46 3,820 68 d water sta- unt, specify- unt, specify- unt, specify- unt, specify- by this com-	\$82,287 24 56,818 40 249,130 83 5,520 00 9,315 00 406,521 43 406,521 43 406,521 43 \$464,984 10 101,844 00 Nothing. 20,465 43 9,058 63 596,352 18 509,960 97

9. Receipts from freight over other roads as tolls, or for use of	
cars of this company,	Nothing.
10. Total receipts from freight department,	\$699,259 96
11. Receipts as rents for use of road and equipment, when	
leased,	Nothing.
12. Total earnings,	1,295,612 15
13. Per mile of road operated,	
14. Per mile of road operated,—computed as sin-	
gle track, not including sidings, 11,805 12	
15. Per train mile,	
16. Proportion for Massachusetts, 1,295,612 15	
17. Income from other roads,	_
18. Income from rent of property other than road and equip-	
ment, specifying same,	-
19. Income from all other sources (including accretions from	
sinking funds, investments in stocks, bonds, steamboat	
property, transportation lines, &c., specifying same),	10,228 30
Interest on improvement received from Nashua & Lowell	
R. R.,	39,540 64
	1,345,381 09
20. TOTAL INCOME,	1,040,001 09
21. Percentage to capital stock and net debt, 25.20	'
22. Percentage to means applied to construction, equip-	
ment, &c.,	
, ,	
E-manus of Onemating the Read for the Veen	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating	
expenses).	
	\$00 con on
1. Repairs of road, exclusive of bridges and new rails,*	\$ 88,689 89
2. New iron rails, deducting old rails sold and on hand (number	
of miles, , weight per yard, 60 lbs.),*	47,847 25
3. Steel rails, deducting old rails sold and on hand (number of	•
miles, 3, weight per yard, 60 lbs.),	21,950 80
4. Repairs of bridges,	9,711 38
5. Repairs of buildings and fixtures (station),	32,034 58
6. Repairs of and additions to machine-shops and machinery	1
[included in No. 5].	
7. Repairs of fences, road crossings and signs [included in No. 5].	000 000 00
8. TOTAL,	200,233 90
9. Proportion of same to passenger department, \$92,107 64	
10. Proportion of same to freight department,† . 108,126 26	i
11. Of the above total there was expended for other than ordi-	•
nary repairs,	Nothing.
• • /	
CLASS 2.—General Traffic Expenses.	
1. Taxes, State and local,	35,814 42
2. General salaries, office expenses and miscellaneous not em-	100,017 10
	00.000.05
braced in Classes 3 and 4,	39,963 65
3. Insurance premiums and losses by fire and damages for fires	
set by engines,	11,769 78
4. Repairs of locomotives,	46,414 10
5. Repairs of snow-plows [included in No. 4].	•
6. New locomotives (charged to operating expenses),	Nothing.
7. New snow-plows (charged to operating expenses),	Nothing.
8. Removing ice and snow,	6,566 62
9. Fuel—6,536 cords of wood, cost \$36,954; 11,985 tons of coal,	0,000 02
	100 404 00
cost \$96,730,	133,684 00
10. Water,	7,733 00
10½. Fuel for sundry purposes,	14,172 48
11. Oil and waste,	20,605 27
12. Switchmen, watchmen, flag and signal men and station labor,	33,396 99
, , , , , , , , , , , , , , , , , , , ,	, ,

Including labor and materials in new sidings.
 Computed on gross receipts from passenger and freight departments.

13. Telegraph expenses,	Nothing. \$350,120 31
CLASS 3.—Passenger-Train Expenses.	
 Repairs of passenger, mail and baggage cars, New passenger, mail and baggage cars (charged to operat- 	43,288 72
ing expenses),	None.
3. Damages and gratuities, passenger,4. Salaries, wages and incidentals of passenger department,	9,770 40 92,777 97
5. Amount paid other corporations or individuals not operating	
roads, for use of passenger cars, and repairs of same, t	Nothing.
6. TOTAL,	145,837 09
CLASS 4.—Freight-Train Expenses.	
·1. Repairs of freight cars,	42 211 20
2. New freight cars charged to operating expenses,	43,311 80 Nothing.
3. Damages and gratuities, freight,	1,006 02
4. Salaries, wages and incidentals of freight department,	197,355 56
5. Paid corporations or individuals not operating roads for use of freight cars,	Nothing
6. Total,	Nothing. 241,673 38
7. TOTAL EXPENSES FOR OPERATING THE ROAD, EMBRACED IN	'
CLASSES 1, 2, 3, 4,	937,864 68
8. Per mile of the road operated,	
ing sidings, 8,563 68 10. Per train mile,	
11. Proportion for Massachusetts, 937,864 68	
12. Percentage of expenses to income, 69.71	
Net Income, Dividends, &c.	
1 Tomas vem sugares a pour appropriation aways aways and	A407 F1C 41
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES, [Add amount of interest on improvements paid this com-	\$407,516 41
pany by Nashua & Lowell R. R.],	39,540 64
2. Amount paid other companies as rent for use of road, speci-	' '
fying each company, the amount, and basis on which rent	İ
is computed:— Salem & Lowell R. R., \$12,075; Lowell & Lawrence R. R.,	1
\$15,028.20; Stony Brook R. R., \$15,508.22; Peterborough	l
R. R., \$15,525,	58,136 42
Sundry payments during the year, chargeable to rent,	15,050 41
3. Net income above operating expenses, and amount paid for rent of roads,	334,329 58
4. Percentage of same to capital stock and debt, 6.25	001,020 00
5. Percentage to total means applied to construction,	
equipment, &c.,	196 064 90
6. Paid for interest,7. Dividends declared, 61 per cent. for the year, amount [in-	136,064 30
cluding dividend payable January, 1875, amounting to	
\$96,000, not yet declared],	208,000 00
8. Date of last dividend declared,	July 1, 1874.
9. Balance for the year or deficit,	9,734 72 428,526 41
11. Total surplus,	418,791 69
12. Paid to sinking funds in hands of trustees,	-

Computed on gross receipts from passenger and freight departments.
 As the Pullman, Wagner, or other drawing-room and sleeping-cars.

Receipts, Expenses, Net Harnings, &c., of Pass 1. TOTAL RECEIPTS from Passenger Departmenue for the Year," No. 6,	
	nent se new "Per-
0 (Total receipts man train mile \$1 907)	\$596,352 19
2. (Total receipts per train mile, \$1.397.) 3. Expenses, proportion of "Maintenance of I	Way and Buildings,"
· samar Olassi 1 No 0	00 107 84
4. Expenses, proportion of "General Traffic Class 2, No. 15,	<i>Expenses</i> ," as per 161,065 34
5. Expenses, "Passenger-Train Expenses," as	per Class 3, No. 6, 145,837 09
6. Total expenses.	399,000 07
7. (Total expenses per train mile, \$0.935.) 8. NET EARNINGS,	197,369 19
9. (Net earnings per train mile, \$0.462.)	:
Receipts, Expenses, Met Marnings, &c., of Fr	eight Department.
1. TOTAL RECEIPTS from Freight Departmen	t, as per "Revenue
for the Year," No. 10,	
2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of I	Way and Buildings."
as per Class 1, No. 10,	108,126 96
as per Class 1, No. 10, 4. Expenses, proportion of "General Traffic Class 2, No. 16,	Expenses," as per
5. Expenses, "Freight-Train Expenses," as p	er Class 4, No. 6, 241,673 38
6. Total expenses,	538,964 61
7. (Total expenses per train mile, \$1.210.)	i i
8. NET EARNINGS,	160,396 35
General Balance Sheet at Closing of Ac	counts, September 30, 1874.
Dr.	
Construction accounts,	\$4,741,331 63
Equipment accounts,	358,469 09
East Cambridge flats,	109,310 78
Trustees Salem & Lowell and Lowell & Law	vrence R. R. stock, . 345,674 00
Boston, Lowell & Nashua Railroads (working	· · · · · · · · · · · · · · · · · · ·
Nashua & Lowell Railroad Company, .	
Cash,	
Suspense account,	
Sinking fund,	
Cr.	\$ 6,181,812 55
Capital stock,	. \$3,200,000 00-
Bonds of 1864,	200,000 00
Bonds of 1872,	999,500 00
Notes payable,	1,221,300 00
Salem & Lowell Railroad,	2,187 50
Unclaimed dividends and coupons,	. 3,050 86
Coupons due October 1, 1874,	40,982 50
Dividend No. 76,	96,000 00
Contingent fund,	418,791 69
	4 0,101,01 8 00
Description of Road.	
1. Date when the road or portions thereof	I were
opened for public use:—	,

3. Length of line completed,. 4. Length of dou 5. Branches owne Mystic River F. Lexington & A Woburn Branc Stoneham Branc 6. Total length of 7. Total length of Massachuset 8. In other States 9. Length of doul 10. Total length of pany,. 11. Aggregate leng not above er 12. Same in Massa 13. Aggregate leng . company, co 14. Same in Massa 15. Total length o to this comp (Weights per y 16. Total length of	o Lowell, In line of road in with track la betrack on ma de by company L. R., sin crilington R. R., branches owne branches owne branches owne branches owne ts, cle track on bra of road belong th of sidings tumerated, chusetts, th of tracks b mputed as sing chusetts, f steel rails in any, ard, 60 lbs.) steel-top rails	a Massachusetts id, if road is n in line, :- :- :- :- :- :- :- :- :- :- :- :- :-	26.75 miles. 2.25 miles. 2.25 miles. 2.25 miles. 2 miles. 2 miles. 2 miles. 2 miles. 2 miles. 2 miles. 2 miles. 3 miles. 6.66 miles. 6.66 miles.	16 miles. - 42.75 miles.
16. Total length of ing to this continuous (Weights per y 17. Number of spa	steel-top rails ompany, . ard,)		. None.	
wards, . 18. Number of iron 50), .			. 1	
19. Number of woo feet, 3,546),	vien bridges (s	iggregate lengt	9	
20.	BRIDGES BUI	LT WITHIN THE	YEAR.	
LOCATION.	Kind.	Material.	Length.	. When built.
Somerville,	Truss,	Wrought iron, .	50 feet,	1874
21. Number of cros 22. Number of cros 23. Number of cro	sings of highw	ays over railroa	. 50 d 43 il-	
24. Number of high 25. Number of high	hway bridges	feet above trac less than 18 fe	k, 2 et	
above track, 26. Number of cro- are maintain	ssings at which ed,	. 15	•	
27. Number of cross gates nor fla28. Number of rail	gmen,	. 35		
ing each [M 29. Number of rai	ystic River R. I lroad crossings	R.], over other ra	. 3 il-	
30. Number of rail roads, specif			er	
R. R.],• .	• • •	• • •	. 1	

[•] Length in all cases to be given in miles and decimals.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT. 31. Name, description and length of each,—* Lowell & Lawrence R. R., length, Salem & Lowell R. R.,	13 miles. 16 miles. 7.98 miles.	36.98 miles. All. None. 83
this company,	52 52	
this company,	81	
40. Miles of telegraph owned by this company, .	None.	
41. Number of telegraph offices in company's sta-	0	
42. Number of telegraph stations operated by this	8 .	
company,	None.	
43. Number of telegraph stations operated jointly by railroad and telegraph company,	8	

Rolling Stock.

	Total number.	Value.	Per mile road operated.
 Locomotives (average weight of engines in working order, 56,000 lbs.), Locomotives (maximum weight of engines in working order, 69,350 lbs.), Tenders (average weight of tenders full of fuel and water, 32,000 lbs.),	\begin{cases} 41 \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	\$ 164,849 63	
 Snow-plows (average weight, 14,500 lbs.), Passenger cars (average weight, 32,000 lbs.), Passenger cars (maximum weight, Mail and baggage cars (aver. weight, 24,000 lbs.), 8 - wheel box freight cars (av. weight, 18,000 lbs.), 4 - wheel box freight cars (av. weight, 9,000 lbs.), 8 - wheel platform cars (av. weight, 14,000 lbs.), 4 - wheel platform cars (av. weight, 8,000 lbs.), Other cars (coal, gravel, &c.), 14,000 lbs., 	51 19 77 288 105 204 314	96,030 13 97,589 26	•-
13. Total value,	•	\$ 358,469 02	

^{*} Lengths to be given in miles and decimals.

Rolling Stock—Continued.

	Total number.		Per mile road operated.
	Total	Value.	Per n
4. Total freight cars, including coal, &c., on a basis of 8 wheels,	585	_	
5. Number of locomotives equipped with train brakes.	18	_	_
(Kind of brake, Smith's Vacuum.) 6. Number of cars equipped with train brakes, (Kind of brake, Smith's Vacuum.)	6 8	-	
7. Number of passenger cars with Miller platform and buffer,	None		-
Mileage, Traffic, &c.			
1. Miles run by passenger trains,	426,89	0	
cluding stops,	30 mi	les-per hour.	
ing stops,	25 mi 445,26	les per hour. 1	
 5. Rate of speed of express freight trains, including stops, 6. Rate of speed of accommodation freight trains, 	18 mi	les per hour.	
including stops, 7. Miles run by other trains, and for what pur-	12 mi	les per hour.	
pose [included above],	-	·	_ 872,151
9. Number of through passengers (whole length of road),	409.	•	C1 2,20
Number of local passengers (over part of road),	1,696,	849	400 57/
1. Total number of passengers carried, 2. Total passenger mileage, or passengers carried			,106,570
one mile, 3. Passenger mileage to and from other roads,	5,209,	525	,135,776
 Number of tons carried, Total freight mileage, or tons carried one mile, 	578,		,214,25
6. Freight mileage to and from other roads,	_	•	_
8. Lowest rate of fare per mile, for any distance (single fare).	2 cen	ta	
 Average rate of fare per mile (not including season tickets) received from passengers on 	2001		
roads operated by this company, 20. Average rate of fare per mile received from	2.696	cents.	
passengers to and from other roads,*	1.96 с	ents.	•
day to each ticket,† 2. Average rate of fare per mile for all passengers,	.961 2.3 ce	cent. nts.	
3. Highest rate of freight per ton per mile, for any distance,	30 cei	nts.	
4. Lowest rate of freight per ton per mile, for any distance,	t cen	t.	
25. Average rate of freight per ton per mile on roads operated by this company,	Abon	t 3.5 cents.	

After deducting all allowances for tolls or use of cars, &c.
 † If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

	_			
 26. Average rate of freight per ton per mile to and from other roads, 27. Average number of cars in passenger trains, including baggage cars, 28. Average number of cars in freight trains (basis of 8 wheels), 29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers, 30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight, 31. Number of persons regularly employed by company, including officials, 	31		2.77) lbs.	
Classification of Business.	•			
Passengers.			.	
1. Passengers from other States, t				107,659
2. Passengers going to other States,†	•	•	- 1	105,586
3. Passengers travelling only within this State,	•	·		1,893,330
4. Total season-ticket passengers (round trip), .				354,977
5. Passengers to Boston (including season),				810,620
6. Passengers from Boston (including season), t.				808,283
7. Season-ticket passengers to and from Boston (on	e rou	ınd t	rip i	,
daily), ‡		•		320,206

^{*} After deducting all allowances for tolls, or use of cars, &c. † Apply only to roads crossing the State line. † Apply only to the roads terminating in Boston.

FREIGHT, IN TONS. a

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.
1. Anthracite coal,	_	5,207.61	56,914,14	40,052.43	85.39
2. Bituminous coal.	7.25	1,186.98	9,987.93	10,619.28	11.72
3. Petroleum.	19.84	1.013.79	176.81	1,189.91	19.83
4. Railroad iron, including steel		-,		-,	2-1-0-
and steel-capped rails, .	_	2,119.87	224.77	2,329.27	_
5. Castings and other iron,	2,878.51	7,626.33	6,539.30	9,877.87	3,415.67
6. Other metals,	141.63	937.37	280.14	1,219.75	106.26
7. Iron and other ores	228.57	560.80	520.95	505.08	23.20
8. Stone and brick,	9,094.53	1,971.51	11,075.59	1.750.36	3,808.97
9. Lime, cement and sand,	440.57	972.73	7,164.96	3,374.79	403.34
10. Lumber	33,113.97	1,239.07	9,921.86	5,456.87	16,103.57
11. Ice,	· -	· -	50,209.75	'-	50,209.75
12. Live stock.	6,449.25	745.37	366.91	504.74	1,102.28
3. Dressed carcasses, smoked	· 1			1	•
and salted meats,	1,756.78	669.29	658.78	1,097.10	1,673.50
14. Flour	11,709.82	369.20	2,682.38	1,830.05	5,785,13
15. Grain.	34,461.49	120.00	2,932.90	744.68	24,192.20
16. Other agricultural products, .	14,383.05	1,073.64	3,393.25	2,916.46	10,955.82
7. Manufactures not included	•		,		•
above, *	20,315.85	10,207.17	20,889.75	9,770.57	25,675.76
18. Merchandise,*	3,496.41	12,151.42	25,354.74	14,262.99	7,219.13
19. Other articles,	50,300.14	52,416.72	79,926.56	94,393.55	40,608.93
20. Total tons carried,	188,797.66	100,588.87	289,221.47	201,895.75	191,400.69

a The freight given is 60 per cent. of the indivisible business of the Boston & Lowell and the Nashna x Lowell Railroads.

* Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

[†] Apply only to the roads terminating in Boston.

			FROM CAUSES BEYOND THEIR OWN CONTROL.						То	TAL.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Passengers,			_	_	-	3	-	3		
Employés, .			-	1	2	1	2	. 2		
Others, .	•		- ·	· -	6	-	6	-		

List of Accidents in Massachusetts.

Statement of each Accident.

October 19, 1873.—Eliza Wilson, of Stoneham, was killed in that town while walking on the track.

October 24.—Oliver Foye, of Somerville, while sitting on the track at Willow Bridge station, was run over and killed.

Norember 3.—John Tayne, an employé, fell from a coal-car near Chelsea Bridge, on the Mystic Branch, and was killed.

Norember 28.—Owen E. Buckley, of Somerville, was run over while walking on the track near Winter Hill station, and died from injuries received.

December 26.—E. A. Merrill, an employé, was injured while loading merchandise in Boston Freight Yard.

December 30.—Dennis O'Keefe, an employé, was injured in the Boston Freight Yard, in attempting to couple cars.

February 5, 1874.—Mr. Snyder was thrown under the car at the station in Boston, and severely injured.

March 12.—Neil McLead, in attempting to steal a ride on the engine, fell off and was killed.

April 27.—A child of Michael T. Cavanough was run over on the track in Arlington, and killed.

May 19.—Daniel Callahan was injured, in attempting to jump from a train in motion.

July 5.—Patrick Donough was injured, in attempting to get upon the train in Lowell.

July 29.—Patrick Cronan, an employé, was killed while walking on the track in East Cambridge yard.

August 20.-Mr. Neeley was run over in Medford, and killed.

F. B. CROWNINSHIELD, J. G. ABBOTT, H. HOSFORD, GEO. STARK,

WILLIAM A. BURKE,

Directors of the Boston and Lowell Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, November 19, 1874. Then personally appeared J. G. Abbott, H. Hosford and Geo. Stark, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT, Justice of the Peace.

MIDDLESEX, ss. LOWELL, November 18, 1874. Then personally appeared William A. Burke, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

Before me,

C. E. A. BARTLETT, Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, November 23, 1874. Then personally appeared Francis B. Crowninshield, and made oath to the truth of the foregoing statement by him subscribed, according to the best of his knowledge and belief.

Before me,

EDW. TYLER, Justice of the Peace.

Name and Residence of Officers.

Directors.—F. B. Crowninshield, J. G. Abbott, Boston; H. Hosford, W. A. Burke, Lowell; Geo. Stark, Nashua, N. H. President—F. B. Crowninshield, Boston. Manager—Geo. Stark, Nashua, N. H. Superintendent—Wm. M. Parker, Boston. Treasurer—C. E. A. Bartlett, Boston.

Proper Address of the Company.

BOSTON & LOWELL RAILROAD CORPORATION, BOSTON, MASS.

REPORT

OF THE

BOSTON & MAINE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	Arr 000 000 00
1. Capital stock authorized by charter, . •	\$7 ,000,000 00
2. Capital stock authorized by votes of company,	7,000,000 00
3. Capital stock issued (number of shares, 70,000); amount paid in,	6,921,274 52
4. Capital stock paid in on shares not issued (num-	Nothing
ber of shares, none),	Nothing. \$6,921,274 52
5. Capital stock, total amount paid in,	# 0,321,214 02
6. Capital stock paid in per mile of road owned	55,816 73
by company,	33,610 73
7. Capital stock paid in, proportion for Massachu-	2,372,211 02
setts,*	2,312,211 02
8. Capital stock, number of shares issued not entitled to dividends,	None.
9. Par value of shares, \$100 (the average price	1101101
at which shares were sold,).	
10. Number of stockholders,	4.146
11. Amount of stock held in Massachusetts,	4,705,300 00
12. Number of stockholders in Massachusetts,	2,336
DEBT.	
13. Funded debt as follows,—	
Bonds, due Jan. 1, 1893, rate of interest, 7	
per cent.,	1,500,000 00
Bonds, due Jan. 1, 1894, rate of interest, 7	• • • • • • • • • • • • • • • • • • • •
per cent.,	1,012,500 00
3d mortgage bonds, due , rate of in-	
terest ,	
14. Total amount of funded debt,	2,512,500 00
15. Unfunded debt, incurred for construction, equip-	001 700 00
ment or purchase of property,	901,509 08
16. Unfunded debt incurred for any other purpose,	W
and for what,	None.
17. Other debts—current credit balances, &c.,	447,299 36
18. Total debt liabilities,	3,861,308 44
19. Amount of debt liabilities after deducting cash,	
sinking funds in hands of trustees, and such	
securities and debt balances as do not repre-	2 207 100 45
sent permanent investments,	3,397,102 45 1,162,246 22
so, riodormon di Kaine ior Miamachuseits."	1,1U6,64U &6

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

 Proportion of same per mile of road, Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same: [The B. & M. R. R. guarantee the payment of both principal and interest of \$125,000 Danvers R. R. 6 per cent. bonds, due March 1, 1875, \$73,000 of which bonds are owned by B. & M. R. R.] 	\$27,346 97
CASH REALIZED, &C. 23. Total cash realized from capital, and debt incurred for construction, equipment, &c., 24. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equip-	\$10,413,026 99
ment and purchase of property, 25. Total means applied to construction,	944,006 76
EQUIPMENT, AND PURCHASE OF PROPERTY, . 26. Proportion of above for Massachusetts,*	11,357,033 75 3,815,604 10
Cost of Road, Equipment, and Property.	•
Construction of Road and Branches built by Company.	٠
1. Grading and masonry,	\$ 2,645,371 27
2. Bridging,	882,759 45
3. Superstructure, including rails,	1,897,731 43
4. Land, land damages and fences,	2,379,248 50
5. Passenger and freight stations, wood-sheds and	.,,
water stations,	759,158 63
6. Engine-houses, car-sheds and turn-tables,	164,713 98
7. Machine shops [machinery and tools],	133,283 50
8. Interest paid during construction, discount, &c.,	82,028 44
9. Engineering, agencies, salaries and other ex-	,
penses during construction,	364,136 62
10. Total expended for construction,	\$9,308,431 82
11. Average cost of construction per mile of road	V .,,
built by company,	75,068 00
12. Same per mile of single track built by com-	,
pany, not including sidings,	5 7,427 55
pany, not including sidings,	•
chusetts,*	3,127,338 70
•	
EQUIPMENT.	
14. Locomotives (number, 69),	529,545 18
15. Snow-plows on wheels (number, 11),	
16. Passenger, mail and baggage cars, (number, 153),	335,724 67
17. Freight and other cars (number, 1,642), 18. Machinery and tools. [See Question 7.]	473,134 36
18. Machinery and tools. [See Question 7.]	A1 000 404 01
19. Total for equipment,	\$1,338,404 21
20. Average cost of equipment per mile of road op-	7.059.49
erated by company, 21. Proportion for miles operated in Massachusetts,*	7,053 48 543,195 55
PROPERTY PURCHASED AND ON HAND, NOT IN-	
CLUDED IN THE FOREGOING ACCOUNTS.	
23. Stock of Dover & Winnissieogee road, 2,635	
shares, purchased for	263,144 48
Stock of Newburyport road, 1,325 shares, pur-	, -
chased for	3,993 00
	'

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

31. Property in Massachusetts (including portion of equipment). 32. Whole amount of permanent investments,	172 3
purchased for	,033 7 ,172 3
purchased for	,033 7 ,172 3
cost	,033 7 ,172 3
of equipment), 32. Whole amount of Permanent investments, 33. Proportion for Massachusetts, 34. Total property and assets of the company, 35. Amount of sinking and contingent funds and their purpose, Kependitures Charged to Capital Account during the Year. 1. Main line, extension or alteration of road [extension in Maine], 2. Branches, extension or alteration of road, specifying each, None. 4. Land [on North Andover & Bradford, double track], 2. 2	,033 7 ,172 3
of equipment), 32. Whole amount of permanent investments, 33. Proportion for Massachusetts, 34. Total property and assets of the company, 35. Amount of sinking and contingent funds and their purpose, Kependitures Charged to Capital Account during the Year. 1. Main line, extension or alteration of road [extension in Maine], 2. Branches, extension or alteration of road, specifying each, None. 32222, None. 4. Land [on North Andover & Bradford, double track], 2. 2	172 3
MENTS, 33. Proportion for Massachusetts,	172 3
33. Proportion for Massachusetts, 34. TOTAL PROPERTY AND ASSETS OF THE COMPANY, 35. Amount of sinking and contingent funds and their purpose, Rependitures Charged to Capital Account during the Year. 1. Main line, extension or alteration of road [extension in Maine], 2. Branches, extension or alteration of road, specifying each, 3. Double track extension, 4. Land [on North Andover & Bradford, double track], 2.	172 3
35. Amount of sinking and contingent funds and their purpose,	
Expenditures Charged to Capital Account during the Year. 1. Main line, extension or alteration of road [extension in Maine]	
1. Main line, extension or alteration of road [extension in Maine],	
Maine],	
 Branches, extension or alteration of road, specifying each, Double track extension, Land [on North Andover & Bradford, double track], 2, 	
3. Double track extension,	,021 9
5. Passenger and freight stations, wood-sheds and water-	,696 9
stations,	740 1
6. Engine-houses, car-sheds and turn-tables,	,449 5
8. New snow-plows, None.	
9. New passenger cars, None. 10. New mail and baggage cars, None.	
11. New freight cars,	,000 0
12. Machine-shops, machinery and tools, None. 13. Purchase of other roads, specifying what, None.	
14. Subscriptions or loans to other roads, specifying what, . None.	
15. Any other expenditures charged to capital account, specifying same:—	
Amount charged to steamer "Mount Washington" and wharves,	
Mystic River wharf improvement, 68,762 02	
Widening Charles River bridge,	
Amount charged to Newburyport R. R. for the year, 225 00	
248,	958 6
16. TOTAL,	,867 3
Land,	,000 0
Great Paris & Conway R. R. bolids soid, . 20,000 00)	,867 3
Revenue for the Year.	
1. Receipts from local passengers on roads operated by this company,	.851 0
2. Receipts from passengers from and to other roads over roads	,679 8
3. Receipts from passengers over other roads as tolls, or for use	
of cars of this company, Nothin 4. Receipts for express,	ng. ,356 2
5. Receipts for mails,	360 2
6. Total receipts from passenger department,	247 2
	,329 4

8. Receipts from freight from and to other roads over roads	
operated by this company,	\$ 85,946 3 6
cars of this company,	Nothing.
10. Total receipts from freight department, 11. Receipts as rents for use of road and equipment, when	820,275 79
leased,	Nothing.
12. TOTAL EARNINGS,	2,307,523 05
14. Per mile of road operated,—computed as sin-	
gle track, not including sidings, 10,172 43 15. Per train mile 1.619	
16. Proportion for miles operated in Massachusetts, 936,392 99	
17. Income from other roads [Manchester and Lawrence &	12 047 10
Essex R. R.], 18. Income from rent of property other than road and equip-	13,947 12
ment, specifying same :-	
Rent of sundry tenements in sundry towns, the property of this road,	38,797 50
19. Income from all other sources (including accretions from	,
sinking funds, investments in stocks, bonds, steamboat property, transportation lines, &c., specifying same):—	
Received sundry items of interest	
Premium on Boston & Maine R. R. 7 per cent. bonds sold during the year,	
	61,531 60
Extra cost of steel rails heretofore laid and charged to maintenance of way—carried	
this year to construction account, \$178,833 00	•
Profit on land sold, 103,560 03	
Amount credited suspense account, \$282,393 03	
Deduct sundry items charged against said	
receipts,	253,583 36
20. TOTAL INCOME, a	2,675,382 63
21. Percentage to capital stock and debt,	
ment, &c.,	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating	
expenses). 1. Repairs of road, exclusive of bridges and new rails,*	\$207,101 66
2. New iron rails, deducting old rails sold (number of miles,)
16 miles 1,128 feet; weight per yard, 60 lbs),*	109,495 25
3. Steel rails, deducting old rails sold (number of miles, 10 miles 4,025 feet; weight per yard, 60 lbs.),	J
4. Repairs of bridges,	31,013 80
5. Repairs of buildings and fixtures (station),	49,775 98 5,731 87
7. Repairs of fences, road crossings, and signs,	10,779 45
8. TOTAL, 9. Proportion of same to passenger department, † \$266,766 28	413,898 01
10. Proportion of same to freight department, †	
11. Of the above total there was expended for other than ordi-	Nothing.
nary repairs,	Morning.

^{*} Including labor and materials in new sidings.
† Computed on gross receipts from passenger and freight departments.
a Including profit on land sold, and including difference between cost of iron and steel rails, heretofore charged to expense account.

=		
	CLASS 2.—General Traffic Expenses.	
1.	Taxes, State and local.	\$97,888 64
2	General salaries, office expenses and miscellaneous, not em-	,
	braced in Classes 3 and 4.	32,408 03
3.	Insurance premiums and losses by fire and damages for fires set by engines,	12,191 00
4.	Repairs of locomotives,	89,452 60
5.	Repairs of snow-plows,)
0.	New locomotives (charged to operating expenses),	6,500 00 1,614 86
	New snow-plows (charged to operating expenses),	4,326 06
9.	Fuel-5,771 cords of wood, cost \$37,619.74; .25,376 tons of	.,0.00
٠.	coal, cost \$197,319.38,	234,939 12
10.	Water,	11,240 24
	Oil and waste,	24,702 82
12.	Switchmen, watchmen, flag and signal men,	86,545 83
13.	Telegraph expenses,	5,310 86
14.	TOTAL,	607,120 06
15.	Proportion belonging to passenger department, \$391,301 60	
16.	Proportion belonging to freight department,* 215,818 46	
	Oz 192 2 Danson Turkin Frances	
1	CLASS 3.—Passenger-Train Expenses.	54,418 68
9.	Repairs of passenger, mail and baggage cars, New passenger, mail and baggage cars (charged to operat-	01,120 00
٤.	ing expenses),	14,746 81
3.	Damages and gratuities, passenger,	6,633 51
	Salaries, wages and incidentals of passenger department,	239,355 78
5.	Amount paid other corporations or individuals not operating	,
	roads, for use of passenger cars, and repairs of same,	Nothing.
6.	TOTAL,	315,154 78
	CLASS 4.—Freight-Train Expenses.	00 271 27
	Repairs of freight cars,	29,371 87 451 07
	New freight cars charged to operating expenses,	1,192 80
3. 4	Damages and gratuities, freight, Salaries, wages and incidentals of freight department,	178,694 30
5	Paid corporations or individuals not operating roads for use	2.0,002.00
U.	of freight cars,	Nothing.
6.	TOTAL,	209,710 04
	TOTAL EXPENSES OF OPERATING THE BOAD, EMBRACED IN	•
	CLASSES 1, 2, 3, 4,	1,545,882 89
	Per mile of the road operated,	
9.	Per mile of single track operated, not including	
10	sidings, 6,814 83	
	Per train mile,	
	Proportion for miles operated in Massachusetts, 627,319 45 Percentage of operating expenses to gross income, 57.78	
14.	references to gross meeting, 57.70	
	Net Income, Dividends, &c.	
1.	TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,129,499 74
	Amount paid other companies as rent for use of road, speci- fying each company, the amount, and basis on which rent	
	is computed,— Danvers Railroad,	
	[This amount (\$7,500) is the interest per annum,	•
	at 6 per cent., on the \$125,000 Danvers R. R. bonds	
	guaranteed by Boston & Maine R. R.]	
	West Amesbury Branch R. R., 4,275 00	11,775 00
3	Net income above operating expenses and amount paid for rent	11,110 00
J.	of roads,	1,117,724 74
		,,

[•] Computed on gross receipts from passenger and freight departments.

† As the Pullman, Wagner or other drawing-room and sleeping-cars.

334,932 63

\$263,754 90

96,346 15 937 60

Cash, .

Uncollected freight bills, &c., .

U. S. Post-office department, .

_			·							•			=
	Percentage Percentage equipmen	to	total							. 10.8 tion,			
6.	Paid for int	ATA	at. \$10	6 .18	4.45 :	hon	d int	erest	. 13		٦.	\$236,786	95
7.	Dividends d	ecl	ared.	3 pe	r cen	t. for	the	VOAL	am	ount.		560,000	
8.	Date of last	: di	vidend	l de	clare	d.						April 29, 18	
9.	Balance for	the	year	or s	urplu	us [in	sus	pense	2000	unt],		320,937	79
	Surplus at c				at of	the ;	year,	•	• .		•	1,051,651	68
11.			JRPLŲ		٠.	• _	· .	•	• .		•	1,372,589	41
12.	Paid to sink	ing	fund	s in	hand	s of	trusi	:005,	•	• •		Nothing.	
	eccipts, Exper	-				-				·			
1.	TOTAL RECE	IPT	s from	n De	essen,	ger.	depai	rtmei	1t, 86	per "Re	7-	A1 40* 0.#F	
0	enue for	ihe	Year,	' No	. b,	61 E	oio \	•	•	• •	•	\$1,487,947	200
Z.	(Total recei	pus Veni	per u	TEALLE D. Of	mine.	91.0	01%.)	of.	Way	and Rull			
	4902 " 98 1	MP	Class	1. N	ი. 9							966,766	98
4.	Expenses, p Class 2, N	roi	portion	a of	" de	merai	l-Tra	fic B	enen.	966." BB 106		200,100	
	Class 2, N	to. I	5.	•		•	•	. –		.,	٦.	391,301	60
5.	Expenses,	' Pa	ssanga	r-Tr	ain I	arpen	ece,"	as pe	r Cl	ses 3, No.	в,	315,154	78
6.	TOTAL EXPI	ENS	E8.				•	•	•	• . * •	•	973,222	66
7.	(Total expe	D.8 0	s per t	rair	mile	в , \$ 1.	0347.	.)			- 1		
8.	NET EARNIE	₹GB	• •	:		•••	.: .	•	•	• •	•	514,094	60
9.	(Net earning	ge I	er tra	an n	1116, 1	U.04	00.)				- 1		
1	Receipts, Exp	802.006	a. Hot	Eas	nine	L &c.	. ef 1	Freiet	ht De	martment.	1		
	_		_	_		_							
ı.	TOTAL RECE				ignt	aepa	rune	ш, в	a ber	телет	10	\$820,275	70
2.	(Total recei	nta	ner tr	nin	mile	.	396. \	•	•	• •	٠,	4000,010	••
3.	Expenses, 1	roi	portion	a of	" M	ainte	nano	of	Way	and Build	2-		
	4979 ⁷⁷ 08 1	100	Closs	1 N	~ 1N						- 1	147,131	73
4.	Expenses, 1	roj	ortion	of	" Ge	noral	-Traj	flo E	xpon	os," as pe	er		
_	Expenses, 1 Class 2, N	í <u>o.</u> 1	16,	•	•	•		٠.		:	•	215,818	
ь.	Expenses, "	rre	ngnt-I	rain	Exp	enses,	" 88	per ()1858	4, No. 6,	٠(209,710	
	TOTAL EXP			•	·	. •	2020		•	• •	•]	572,660	23
	(Total expe			rail	шц	B, D I.	3230.)			- 1	947 615	KR
ο.	NET EARNIN	DAY	er tre	in n	nile !	2 0.57	9 4 \	•	•	• •		247,615	50
Ů.	(1100 Carming	Ro F	JOI UIA		u110, (# 0.01	~=.,						
	G1	n -1		n		nl		A		g		1074	_
	Сепелят	DEL	81100 C	теег	 .		_	AOOUU	mus,	September	ου,	1012	
							Dr.						
						A	Laacta.	•					
Co	nstruction,	•	•		•	•	•	•	•		•	\$ 10,646,836	03
Ca	r-shop stock	on i	hand.		•					\$38,330	7 6		
	gine-shop sto									19,101			
	od on hand,			,	•	•	·	•	•	29,860			
	•		•	•	•	•	•	•	•	•			
	on hand,	•	•	•	•	•	•	•	•	2,949			
_	ste on hand,	•	•	•	•	•	•	•	•	929			
Ra	ils "	•	•		•		•	•	•	137,690	00		
Tie			•			•				9,134	00		
Co	al "	_								96,937			
55		•	•	•	•	•	•	•	•			334 030	ВЗ

Amounts carried forward, \$361,038 05 \$10,981,768 66

	•	
Amounts brought forward,	\$361,038 05	\$1,981,768 66
Land and improvements, D. and W. Railroad, .	24,607 61	• 7.
Grand Trunk Railway,	1,127 70	
Portland and Rochester Railroad,	824 91	
Stoneham Street Railroad,	549 36	
Eastern Railroad,	3,298 76	
Maine Central Railroad,	4,276 14	
Notes receivable,	6,676 03	
Steamer "Mt. Washington," and wharves,	70,060 24	
Uncollected interest on delayed payments for new	10,000 21	
stock,	27	
Sundry accounts and sundry railroads,	5,736 56	
Boston and Maine Railroad stock at par,	27,000 00	
Danvers Railroad bonds indorsed by us, taken at	21,000 00	•
• ,	73,000 00	
par,		
the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract o	27,430 00	
Newburyport Railroad,	303,993 00	
Insurance scrip,	640 00	
Dover and Winnipiseogee Railroad stock,	263,144 48	1 172 402 71
_		1,173,403 71
		\$12,155,172 37
Cr.		4 ,2-0,2:10 0:
Liabilities.		
Capital stock (received from sale of 70,000 shares),		\$ 6,921,274 52
	1,500,000 00	
1894 7 per cent. bonds, issued up to Sept. 30, 1874,	1,012,500 00	
Notes payable,	901,509 08	
Uncalled for wages,	664 31	
dividends,	10,506 00	
bond interest due Jan. 1, 1874,	367 50	•
bond interest due July 1, 1874,	2,537 50	
interest due stockholders on account	•	
of new stock,	247 50	
Danvers Railroad rent account,	1,750 00	
Cash receipts from Oct. 1 to Oct. 12, inclusive, on	•	
account of freight bills, etc.,	91,714 30	
Boston and Providence Railroad,	73 15	
Boston, Concord and Montreal Railroad,	591 02	
Boston & Lowell and Nashua & Lowell Railroads,	7,179 61	
Concord Railroad,	6,398 57	•
Concord & Claremont Railroad,		
Dover & Winnepiscogee Railroad,	•	
Manchester & Lawrence Railroad,	483 37	
	483 37 12,083 30	
Manchester & North Weare Railroad.	483 37 12,083 30 25,876 52	
Manchester & North Weare Railroad, Northern Railroad	483 37 12,083 30 25,876 52 119 14	•
Northern Railroad,	483 37 12,083 30 25,876 52 119 14 402 58	•
Northern Railroad,	483 37 12,083 30 25,876 52 119 14 402 58 396 50	
Northern Railroad,	483 37 12,083 30 25,876 52 119 14 402 58 396 50 1,662 09	•
Northern Railroad,	483 37 12,083 30 25,876 52 119 14 402 58 396 50 1,662 09 858 00	•
Northern Railroad,	483 37 12,083 30 25,876 52 119 14 402 58 396 50 1,662 09 858 00 248 75	
Northern Railroad,	483 37 12,083 30 25,876 52 119 14 402 58 396 50 1,662 09 858 00	

Amounts brought forward,	188 15 1,425 00	\$6,921,274 52
bonds,	480 00	
road bonds, as per agreement,	370 00	•
TO 11 1 11 NO 1 14 40W4		3,581,308 44
Dividend payable November 14, 1874,		280,000 00
Suspense,		354,311 71 1,018,277 70
110111 and 1000,	• • •	
·		\$12,155,172 37
Description of Road.		
1. Date when the road or portions thereof were		•
opened for public use:— From Boston, Mass., to Andover, Mass.,	1836.	
Andover, Mass., to Dover, N. H.,	1841.	
Andover, Mass., to Dover, N. H., Dover, N. H., to South Berwick, Me.,	1843.	
Salmon Falls, N. H., to Portland, Me.,	1873.	
2. Length of main line of road, from Boston, Mass., to Portland, Me.,*	115.50 miles	1.
Length of main line of road in Massachusetts,	36.75 miles	
In other States:— New Hampshire,	34.75 miles	
Maine,	44 miles.) .
3. Length of line with track laid, if road is not		
completed,	None.	
4. Length of double track on main line,	37.09 miles.	
5. Branches owned by company:— Name and description of each, single or double		
track,—	,	
Medford, one track, length,	2 miles.	
Methuen, 1 mile double, 2.75 miles single, "Great Falls,	3.75 miles. 2.75 miles.	
6. Total length of branches owned by company,	2.75 miles.	8.50 miles.
7. Total length of branches owned by company		
in Massachusetts,	5.75 miles.	
8. Total length of branches owned by company in other States [New Hampshire],	2.75 miles.	
9. Length of double track on branches,	1 mile.	
10. Total length of road belonging to this company,		124 miles.
11. Aggregate length of sidings and other tracks	C7 miles	
not above enumerated,	67 miles. 28 miles.	
13. Aggregate length of tracks belonging to this	ao mines.	
company, computed as single track,	229.09 miles	
14. Same in Massachusetts, 15. Total longth of steel rails in tracks belonging	108.25 miles	J.
to this company,	61.5964 mi	les.
(Weights per yard, 60 lbs.)		
16. Total length of steel-top rails in tracks belong-	None.	
ing to this company,	None.	
17. Number of spans of bridges of 25 feet and up-		
wards,	53	
 Number of iron bridges (ag. length, ft., 5,620), Number of wooden bridges (ag. l'gth, ft., 5,435), 	29 33	

^{*} Length in all cases to be given in miles and decimals.

BRIDGES BUILT WITHIN THE YEAR.

Location.	Kind.	Material.	Length.	When built.
Little River, Haver-	For 3 tracks— } plate girder,	Iron,	50 feet,	1874.
21. Number of croe 22. Number of croe 23. Number of cro	sings of highwa	ays over railros		
road, 24. Number of high	way bridges 18	feet above trac	. 29 k, 4	
25. Number of hig above track,26. Number of cro			. 50	-
are maintain 27. Number of cro- gates nor fla	ssings at which	there are neith	er 56	•
28. Number of rai ing each, .	lroad crossings			
Union Freight Metropolitan I Fitchburg R. I		ston, Mass.		
Boston & Low Eastern R. R., Grand Junctio	ell R. R.,	" "	1	
Middlesex Hor Salem & Lowe	se R. R., Il R. R., at Wil	" mington, Mass	,	
Concord & Por	lley H. R. R., No tsmouth R. R., No ochester R. R.,	lewmarket, N. I	1.	
Portland, Saco Portland, Saco	& Portsmouth, & Portsmouth, densburg R. R.	, N. Berwick, M , Scarboro, Me.		
Maine Central Essex R. R., D	R. R., Portland anvers, Mass.	i, Me.		
29 . Number of rai	Newburyport, l lroad crossings ying each, . Conway R. R., S	over other ra	il- . 1	
Great Falls & 30. Number of rai roads, specif	lroad crossings	almon Falls, N.1 under other ra	H. il- . None.	
ROADS BELONGING ATED BY THIS C	TO OTHER C		R-	
TRACT. 31. Name, descript	ion and length			
Newburyport 1 Danvers R. R., Dover & Win		lengt	th, 26.502 mi 9.259 mi 29 miles.	
	y Branch R. R., f above roads,	, · "	4.500 mi	69.261 miles
34. Total length of specifying e	of above roads ach:—	in other State	es,	38.011 miles
	y Branch R. R. nipisseogee R. R road operated	Ĺ,	: 1 y ,	2.25 miles. 29 miles. 189.751
36. Total miles of in Massachu	road operated setts,	by this compar	ny .	77.011
37. Number of sta this compan		oaus operated	. 79	

[•] Lengths to be given in miles and decimals.

	l
38. Same in Massachusetts	42
39. Miles of telegraph on line of road operated by	
this company.	185
40. Miles of telegraph owned by this company,	29
41. Number of telegraph offices in company's sta-	
tions,	36
42. Number of telegraph stations operated by this	33
company,	29
43. Number of telegraph stations operated jointly	~~
by railroad and telegraph company	7
by ramoust and tolograph company,	
	L

Rolling Stock.

	•	Total number.	af T	Per mile road operated.
	Locomotives (average weight of engines in working order, 27.57 tons), Locomotives (maximum weight of engines in working order, 33 tons), Tenders (average weight of tenders full of fuel and water, 15.50 tons),	69	\$599,545 18	.35
	Tenders (maximum weight of tenders full of fuel and water, 20 tons),	69		.35
	Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 42 feet. Total length of heaviest engine and tender	•		
ĸ	over all, 50 feet. Snow-plows (average weight, 20,000 lbs.),	11	· _	
	Passenger cars (average weight, 15 tons),	l \		
٠.	Passenger cars (maximum weight, 18 tons), .	{ 153	335,724 67	.79
7.	Mail and baggage cars (av. weight, tons),	l' -	_	! -
	8-wheel box freight cars (av. weight, 9 tons),	370	_	1.92
	4-wheel box freight cars (av. weight, 41 tons), .	85	_	.448
10.	8-wheel platform cars (av. weight, 7 tons),	514	_	2.71
11.	4-wheel platform cars (av. weight, 31 tons), .	433	-	2.28
12.	Other cars (coal, gravel, &c.),	226	473,134 36	1.19
13.	Total value,		\$1,338,404 21	
14.	Total freight cars, including coal, &c., on a basis of 8 wheels,	1,256	_	6.53
	Number of locomotives equipped with train brakes,	27	_	_
16. •	(Kind of brake, Smith Vacuum.) Number of cars equipped with train brakes,	91	_	_
	(Kind of brake, Smith Vacuum.) Number of passenger cars with Miller platform and buffer.	143		

	Mileage, Traffic, &c.	
	Miles run by passenger trains,	940,575
	Rate of speed of express passenger trains, including stops,	30 miles per hour.
3.	Rate of speed of accommodation trains, including stops,	24 miles per hour.
	Miles run by freight trains,	432,631
5.	Rate of speed of express freight trains, including stops,	None run.
6.	Rate of speed of accommodation freight trains,	
7.	including stops,	12 miles per hour.
	poses [grade and wood trains and empty	51,492
8.	engines],	1,424,698
9.	Number of through passengers (whole length	109,482
	of road),	4,640,303
	Total number of passengers carried,	4,749,785
	one mile,	75,061,175
	Passenger mileage to and from other roads, Number of tons carried,	6,034,021 552,922
15.	Total freight mileage, or tons carried one mile,	22,880,690
17.	Freight mileage to and from other roads, Highest rate of fare per mile, for any distance,	43,825 5 cents.
	Lowest rate of fare per mile, for any distance (single fare),	24 cents.
19.	Average rate of fare per mile (not including	My contes.
	season tickets) received from passengers on roads operated by this company,	2.27 cents.
2 0.	Average rate of fare per mile received from	
21.	passengers to and from other roads,* Average rate of fare per mile for season-ticket	2.45 cents.
	passengers, reckoning one round trip per	.812 cent.
22.	day to each ticket,†	1.88 cents.
23.	Highest rate of freight per ton per mile, for any distance,	35 cents.
24.	Lowest rate of freight per ton per mile, for any	
2 5.	distance,	1.74 cents.
	roads operated by this company,	2.85 cents.
20.	Average rate of freight per ton per mile to and from other roads,"	2.4 cents.
27.	Average number of cars in passenger trains, including baggage cars,	6
2 8.	Average number of cars in freight trains (basis	
29.	of 8 wheels),	25
	locomotive and tender, in working order, ex-	100 4
3 0.	clusive of passengers, Average weight of freight trains, including	130 tons.
	locomotive and tender, in working order, ex-	250 tons.
31.	clusive of freight,	
	pany, including officials,	1,551
	'	

^{*} After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give
the rate on such basis.

Classification of Business. PASSENGERS. 1. Passengers coming from other States,* 2. Passengers going to other States,* 3. Passengers travelling only within this State, [Passengers travelling only within other States], 4. Total season-ticket passengers (round trip), 5. Passengers to Boston (including season),† 6. Passengers from Boston (including season),† 7. Season-ticket passengers to and from Boston (one round trip)	276,181 246,166 3,815,792 409,646 773,703 1,843,676 1,917,554
7. Season-ticket passengers to and from Boston (one round trip daily),†	662,310

Apply only to roads crossing the State line.
 Apply only to the roads terminating in Boston.

FREIGHT IN TONS.

ried to ston.†		Taken from Boston.†	Carried within this State only.	Carried to other States.	Brought from other States.	
26	Γ	108,272	190,260	4,586	14	Anthracite coal.
_	1	-		-	_	Bituminous coal.
23	ı	8,622	1,068	2,308	165	Petroleum,
	l	.,		1 1	i	Railroad iron, including steel
686	1	2,305	-	2,828	1,172	and steel-capped rails, .
3,583	i .	6,181	5,188	4,896	2,611	Castings and other iron.
-	1	-	-	-	-	Other metals,
-	1		_		-	Iron and other ores,
87,884	1	1,896	26,745	1,518 200	83,112	Stone and brick,
	1	2,646	2,508	200	87	Lime, cement and sand, .
22,717	1	10,718	15,749	4,486	40,488	Lumber,
16,191	1	96	14,478		8,483	Ice,
594	1	1,510	940	1,020	427	Live stock,
••	1	اسما				Dressed carcasses, smoked
. 11	ı	61	87	94	11	and salted meats,
2,302	1	9,713	6,716	5,008	72 882	Flour,
8,794 9,619	1	9,848	15,874	5,904 7,029	10,829	Grain, Other agricultural products,
8,018	ı	16,577	13,359	1,029	10,029	Manufactures not included
26,918	1	17,536	26,658	9,439	14,678	above.*
82,871	1	91,051	76,298	38,984	14,076	Merchandise.*
~~,~	1	7,001	,250	~,,,,,,	24,010	Other articles.
	L					One maine,
57,004	Г	275,876	805,827	87.278	120,452	Total tons carried.
		275,876	305,327	87,278	120,452	Total tons carried,

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

List of Accidents in Massachusetts.

			FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THRIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			_	_	4	3	4	3
Employés, .			-	_	1	_	1	-
Others, .	•	•	-		9	6	9	6

Statement of each Accident.

October, 11, 1873.—John Tobias, thrown from wagon while crossing track at Medford; ankle sprained.

October 19.—John Cranly, while attempting to get on moving train at South Lawrence; severe scalp wound.

October 31.—John Donohue, instantly killed while attempting to get on a moving train at Boston depot.

November 3.—Isaac Kendall, instantly killed while walking on track between Davis's and Farmington. Intoxicated.

November 20.—William Fitzsimmons, instantly killed, while walking on the track at Edgeworth, by being struck by the locomotive.

December 25.—Josiah Freeman, fatally injured while attempting to get on a moving freight train at Boston freight-house.

January 3, 1874.—A lady, named Allen, was injured by jumping from moving train at Reading.

January 13.—Mrs. Harris fell from train while standing at Melrose, and broke her leg.

January 13.—An old woman, named Hayes, instantly killed while sitting on track near Newmarket; probable suicide.

January 23.—A boy, named Marshall, was fatally injured by being struck by locomotive; was playing on track at Malden.

January 26.—Baker's cart was entirely destroyed and horse killed by being struck by locomotive at Topsfield.

February 6.—Wm. Preston, fatally injured while attempting to get on moving train at Dover.

February 7.—Jerry Verritt, fatally injured by being struck by locomotive while lying on track, intoxicated, at Haverhill.

February 21.—Elizabeth Hall, slightly injured, while sitting on track, by being struck by locomotive, at Wilmington Junction.

February 26.—A. B. Hallett was struck by locomotive at East Somerville and had his leg broken.

March 14.—Wagon overturned, and man named Pierce slightly injured, by being struck by locomotive at Wilmington.

March 18.—C. F. Bowker, fatally injured while attempting to get on moving train in Boston.

March 30.—Deaf man, named Robert Downing, was run over at the Travers Street crossing in Boston and had his foot crushed.

April 2.—Frank Cook, instantly killed by jumping from a moving train at Bradford and striking a switch target.

May 7.—Betsy Brown, while attempting to cross the track in front of an approaching train, was killed at Ballardvale.

May 12.—Dennis Dorsey, severely injured by jumping from a moving train at Andover.

July 2.—Richard Palmer had both legs cut off at freight-yard, Boston, while asleep on track. Employé.

July 12.—Patrick Conolly, fatally injured by being crushed between gate and freight-house, Causeway Street, Boston.

August 24.—A woman, name unknown, jumped from train at Edgeworth and was fatally injured.

NATHANIEL G. WHITE, GEORGE C. LORD, JOHN FELT OSGOOD, N. W. FARWELL, JAMES R. NICHOLS, WM. 8. STEVENS, NATHL. J. BRADLEE, AMOS PAUL, S. E. SPRING,

Directors of the Boston & Maine Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. November 4, 1874. Then personally appeared the abovenamed Nathaniel G. White, George C. Lord, John Felt Osgood, N. W. Farwell, James R. Nichols, Wm. S. Stevens, Nathaniel J. Bradlee, Amos Paul, S. E. Spring, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. P. JUDD, Justice of the Peace.

Mame and Residence of Officers.

Nathaniel G. White, Lawrence, President; James T. Furber, Lawrence, General Superintendent; Amos Blanchard, Lowell, Treasurer.

[Address of above officers is at Boston, Mass.]

Proper Address for the Company.

BOSTON & MAINE RAILROAD, Boston, Mass.

I have examined the foregoing Report of the Directors of the Boston & Maine Railroad, and approve the same.

GEORGE FOSTER,
Commissioner for Massachusetts.

REPORT

OF THE

BOSTON & PROVIDENCE RAILROAD CORPORATION,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
 Capital stock authorized by charter, Capital stock authorized by votes of company, Capital stock issued (number of shares, 40,000), 	\$4,000,000 00 4,000,000 00
amount paid in, 4. Capital stock paid in on shares not issued,	4,000,000 00
(number of shares,),	
5. Capital stock, total amount paid in, 6. Capital stock paid in per mile of road owned	\$4,000,000 00
by company, 7. Capital stock paid in, proportion for Massachu-	64,000 00
setts,* 8. Capital stock, number of shares issued not en-	3,328,000 00
titled to dividends,	
9. Par value of shares, \$100 (the average price at which shares were sold, \$150.)	
10. Number of stockholders,	1,588
11. Amount of stock held in Massachusetts, 12. Number of stockholders in Massachusetts,	3,235,200 00 1,226
Девт.	
14. Total amount of funded debt [7 per cent. bonds, due July 1, 1893],	500,000 00
15. Unfunded debt incurred for construction, equip-	
ment or purchase of property,†	984,000 00
16. Unfunded debt incurred for any other purpose, and for what,	
17. Other debts—current credit balances, &c. [dividend due Nov. 15, and balances due other	
roads],	283,675 59
 Total debt liabilities, Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not repre- 	1,767,675 59
sent permanent investments,	1,414,708 57

^{*}Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

[†] This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

 20. Proportion of same for Massachusetts,* 21. Proportion of same per mile of road, 22. Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same, 	\$1,177,037 22,636 -	68 34 -
Cash Realized, &c.		
25. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY, . 26. Proportion of above for Massachusetts,*	4,534,060	\$5,449,59 2 44 96
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passyrver and finish stations, wood sheds and	\$775,000 110,840 967,754 501,094	00 47
5. Passenger and freight stations, wood-sheds and water stations.	732,305	84
6. Engine-houses, car-sheds and turn-tables, 7. Other construction accounts, 8. Interest paid during construction, discount, &c.	610,604	97
9. Engineering, agencies, salaries and other expenses during construction, 10. Total expended for construction,	95,000	00 \$3,792,600 00
11. Average cost of construction per mile of road built by company,	64,830	77
 12. Same per mile of single track built by company, not including sidings, 13. Proportion of cost of construction for Massa- 	37,000	97
chusetts,*	3,111,876	92
EQUIPMENT.		
14. Locomotives (number, 42),	105,300	-
16. Passenger, mail and baggage cars (number, 82),.	44,100	
17. Preight and other cars (number,),	58,000	-
19. Total for equipment,		207,400 00
20. Average cost of equipment per mile of road operated by company,	3,118	80
21. Proportion for Massachusetts,*	174,652	
PROPERTY PURCHASED AND ON HAND, NOT IN-		
CLUDED IN THE FOREGOING ACCOUNTS. 22. Stoughton branch, original cost, , pur-	95 400	00
chased for . 23. Stock of Prov., W. & Bristol road, 1,676 shares	85,400	
common; 1,340 shares pref., purchased for Stock of Mansfield & Framingham road, 150	283,499	
shares, purchased for 24. Bonds of Fall River, Warren & Prov. road,	15,000	
nominal amount, purchased for .	300,000	
Stock and equipment, pur itsed for 29. Other property purchased real estate,	50,395 210,168	
Construction not apportioned [improvement		•
account],	505,129	1 440 500 44
30. Total property purchased,		1,449,592 44

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

31. Property in Massachusetts (including propor-		
tion of equipment),	_	_
2. WHOLE AMOUNT OF PERMANENT INVEST-		
MENTS,	\$5,449,592	44
3. Proportion for Massachusetts,	4,534,060	
4. Total property and assets of the company,	, , ,	\$6,231,953 4
5. Amount of sinking and contingent funds, and	ŀ	* -,,
their purpose,	-	_
	l	,
Expenditures Charged to Capital Account during t	he Year.	
1. Main line, extension or alteration of road, .		-
2. Branches, extension or alteration of road, spec	ifying each	-
3. Double track extension ["third track"], .		\$29,044 3
4. Land [real estate],		8,588 9
5. Passenger and freight stations, wood-sheds and	water sta-	1
tions,		21,040 4
15. Any other expenditures charged to capital accordance	ant, specify-	i
ing same:—		
Fall River, Warren & Prov. R. R.,		23,297 5
Construction not apportioned,		211,962 7
16. TOTAL,		293,934 1
7. Property sold and credited capital account, .		-
18. Net addition to capital account for the year,		293,934 1
Demands for the West		
Revenue for the Year.		1
1. Receipts from local passengers on roads opera	ted by this	i
company,		\$693,686 0
2. Receipts from passengers from and to other road	s over roads	"
operated by this company,		209,481 0
3. Receipts from passengers over other roads as tol	ls, or for use	1
of cars of this company,	.	_
4. Receipts for express,		33,512 6
5. Receipts for mails,		8,078 8
6. Total receipts from passenger department,		944,758 6
7. Receipts from local freight on roads operated by the	nis company,	386,568 9
8. Receipts from freight from and to other roads		
operated by this company,		326,103 1
9. Receipts from freight over other roads as tolls.	or for use of	i i
cars of this company,		
10. Total receipts from freight department,		712,672 0
ii. Receipus as renus for use of rosa and equip	ment, when	1
leased,		
2. Total earnings,		1,657,430 6
3. Per mile of road operated,	\$24,923 77	
14. Per mile of road operated,—computed as sing	gle	1
track, not including sidings,	14,999 37	
5. Per train mile,	2.099	
6. Proportion for Massachusetts,	1,395,731 12	1
7. Income from other roads,		-
8. Income from rent of property other than road	ana equip-	00.000.0
ment, specifying same,		22,372 6
19. Income from all other sources, (including acc	retions from	
sinking funds, investments in stocks, bonds		
property, transportation lines, &c., specifying	, ваше), .	7 485
Interest received,	402 cor 00	7,475 8
Premium on 500 shares new stock,	\$23,625 00	}
Less taxes paid U. S. Government, in 1871-2,	14 720 57	
"under protest," and not refunded,	14,732 57	0.000.4
M. Tomer raygores		8,892 4
20. TOTAL INCOME,	91.00	1,696,171 6
21. Percentage to capital stock and debt,	. 31.33	
22. Percentage to means applied to construction, e	quip-	
ment, &c.,	31.13	1

Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	,
Sleepers, 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold (number of miles, ; weight per yard,),*	\$19,307 83 104,409 99
3. Steel rails, deducting old rails sold (number of miles,	160 051 90
weight per yard,),	160,951 38 47,938 32
5. Repairs of buildings and fixtures (station),	65,140 27
6. Repairs of, and additions to, machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. Total,	11,991 35 409,739 14
9. Proportion of same to passenger department,† \$233,557 12 10. Proportion of same to freight department,† . 176,182 02 11. Of the above total there was expended for other than ordi-	
nary repairs,	-
CLASS 2.—General Traffic Expenses.	00.010.01
 Taxes, State and local, General salaries, office expenses and miscellaneous, not em- 	80,018 91
braced in Classes 3 and 4,	25,726 74
3. Insurance premiums and losses by fire and damages for fires set by engines,	12,236 54
4. Repairs of locomotives,	71,810 38
6. New snow-plows (charged to operating expenses), 7. New snow-plows (charged to operating expenses),	10,750 00
8. Removing ice and snow	3,025 62
9. Fuel—1,168 cords of wood, cost, \$9,169.40; 15,265 tons of coal, cost \$118,461.09,	127,630 49
10. Water,	13,027 28
12. Switchmen, watchmen, flag and signal men,	40,189 08
13. Telegraph expenses,	1,282 21 385,697 25
 15. Proportion belonging to passenger department, \$220,456 24 16. Proportion belonging to freight department, 165,241 165,241 101 	555,551 35
CLASS 3.—Passenger-Train Expenses.	
 Repairs of passenger, mail and baggage cars, New passenger, mail and baggage cars (charged to operating expenses), 	28,711 76
3. Damages and gratuities, passenger,	_
4. Salaries, wages and incidentals of passenger department,5. Amount paid other corporations or individuals not operating	180,353 40
roads, for use of passenger cars and repairs of same, † . 6. TOTAL,	209,065 16
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars,	32,241 90
 New freight cars charged to operating expenses, Damages and gratuities, freight, 	4,236 56
4. Salaries, wages and incidentals of freight department,5. Paid corporations or individuals not operating roads for use	190,042 88
of freight ears,	226,521 34
7. Total expenses of operating the road, embraced in Classes 1, 2, 3, 4,	1,231,022 89
	1

^{*} Including labor and materials in new sidings.
† Computed on *gross receipts* from passenger and freight departments.
† As the Pullman, Wagner or other drawing-room and sleeping-cars.

9. Don mile of the more executed \$19.511.60	•
8. Per mile of the road operated, \$18,511 62 9. Per mile of single track operated, not includ-	
ing sidings,	
10. Per train mile 1.559	
11. Proportion for Massachusetts, 1,036,650 72	
12. Percentage of expenses to [total] income, . 72.57	
Net Income, Dividends, &c.	•
-	#4CE 140 70
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES, 2. Amount paid other companies as rent for use of road, speci-	\$465,148 73
fying each company, the amount, and basis on which rent	
is computed:—	
[Rent of Attleborough Branch R. R., included in "Expenses	
of operating Road," &c.] 3. Net income above operating expenses and amount paid for rent	
of roads,	465,148 73
4. Percentage of same to capital stock and debt, . 8.59	100,210 10
5. Percentage to total means applied to construc-	
tion, equipment, &c., 8.59	50 000 00
6. Paid for interest,	53,080 88 400,000 00
8. Date of last dividend declared,	Nov., 1874.
9. Balance for the year or surplus,	12,067 85
10. Surplus at commencement of the year,	452,209 97
11. Total surplus,	464,277 82
12. Paid to sinking funds in hands of trustees,	-
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Rev-	
enue for the Year," No. 6,	\$ 944,758 61
2. (Total receipts per train mile, \$1.826.)	V 011,100 01
3. Expenses, proportion of "Maintenance of Way and Buildings,"	
as per Class 1, No. 9,	233,557 12
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15,	220,456 24
5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	209,065 16
6. Total expenses,	663,078 52
7. (Total expenses per train mile, \$1.282.)	001 000 00
8. NET EARNINGS,	281,680 09
9. (Net earnings per train mile, \$0.544.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. Total receipts from Freight Department, as per "Revenue	
for the Year," No. 10,	\$ 712,672 07
2. (Total receipts per train mile, \$2.619.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	176,182 02
4. Expenses, proportion of "General Traffic Expenses," as per	110,102 02
Class 2, No. 16,	165,241 01
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 5. Expenses, "Freight-Train Expenses," as per Class 4, No. 6,	226,521 34
6. TOTAL EXPENSES,	567,944 37
7. Total expenses per train mile, \$2,087.) 8. NET EARNINGS,	144,727 70
9. (Net earnings per train mile, \$0.532.)	111,121 10
General Balance Sheet at Closing of Accounts, September 30). 1874.
Dr.	,
Construction and equipment,	. \$4,000,000 00
Stoughton Branch,	. 85,400 00
Mansfield & Framingham stock,	. 15,000 00
Danishore of Liamingham Stock,	
Amount carried forward,	. \$4,100,400 00

106 BOSTON & PROVIDENCE RAILROAD.

[Jan.

									_	
Amount brought forward,	•							. \$4,1	.00,400 (00
Providence, Warren & Bristol	stock	,		•	•		•	. 8	83,499 9	27
Fall River, Warren & Provider	ice st	ock,	bone	ls an	d eq	uipm	ent,	. 3	50,395	36
Real estate,						•			10,168	69
Improvement account, including	g ne	w ps	asen,	ger st	atio	n, Bo	eton	,. €	27,660 9	26
Materials on hand,		•	•			•		. 8	06,882 8	81
Balances due from other roads,	etc.,							. 1	36,782	56
Cash and cash funds,	•	•	•	•	•	•	•	. \$	02,704 4	43
Notes receivable,	•	•	•		•	•	•	•	13,480 (03
										_
								\$ 6,5	31,953 4	41
		CE	L							
Capital stock,					. 4	4,000	.000	00		
Seven per cent. bonds, due 1893	3.		•		•	•	,000			
Notes payable,	•		•				,000			
Unclaimed dividends,							,725			
Dividend, due November 15, 18	74.						,000			
Balances due other roads, .	•						,071			
Income account							,277			
City of Boston tax, 1874, .							384			
State of Massachusetts tax, 187							494			
	-7	•	•	,	٠.				31,953	41
			•					V -y-	,	
1. Date when the road or po opened for public use:— From Boston to Readville, Boston to Providence		s th	ereof :		e :	June Augu				
2. Length of main line of roa From Boston to Providence	α,—¨ ``.	_	_	_				44 1	niles.	
Length of main line of roa	d in	Mas	Bacht	sette	,	38 m	iles.			
In other States [Rhode Isla	nd],	٠. ـ	٠.,	•		6 mil	es.			-
3. Length of line with track completed,	laid,	u r	oad :	s no	t	_	_		_	
4. Length of double track on	main	line	•	:	:	44 m	iles.		_	
5. Branches owned by compa	nv.—		•		L					
West Roxbury Branch, sing	de tr	ack,	leng	th,		5 mil 2 mil				
Dedliam Branch, length, India Point Branch, length	•	•	•	•		и т 7.5 п				
Stoughton Branch, length.		•	:	:	:1	4.04				
6. Total length of branches ov	vned	by c	omp	any,				18.5	4 miles.	•
7. Total length of branches ov Massachusetts,	vned	Dy c	ompa	my 11	a	14 m	ilan			
8. Total length of branches ov	vned	bv c	ompa	Invi	<u>.</u>	14 111	1100			
other States [Rhode Islan	nd],	•	•		.	4.5 n	iles.	ı		
9. Length of double track on				•	•	-	•			
10. Total length of road belongi11. Aggregate length of siding								02.0	4 miles	•
not above enumerated,						22 m	iles.			
12. Same in Massachusetts,	٠	•	•			15.5		3.		
13. Aggregate length of track				o thi	8	100 =	4 2"	lon		
company, computed as si 14. Same in Massachusetts,	ngre	orakc)	ь,	•		128.5 105.5				
15. Total length of steel rails i	in tre	cks	belo	ngin	g					
to this company, . (Weights per yard, 57 to 60				• `	•	59 m	iles.			

^{*} Length in all cases to be given in miles and decimals.

16. Total length of ing to this c (Weights per) 17. Number of spa	ompany, yard, 60 lbs.)	p- 2 miles.		
wards, . 18. Number of iron	bridges (aggre	gate length, fee	et, 16	
455), 19. Number of wo	oden bridges (aggregate lengt		
feet, 100), .	• • •	• • •	• 4	
	BRIDGES BU	TILT WITHIN TH	ie Year.	
LOCATION.	Kind.	Material.	Length.	When built.
Hebronville,	River,	Iron,	66 feet,	September, 1874
21. Number of cro	ssings of highw	ays at grade,	. 52	
22. Number of cros 23. Number of cro	ssings of highwossings of high	ays over railros ways under ra	id, 43	
road, 24. Number of high			k, 4	
25. Number of hig above track		less than 18 fe	et . 38	
26. Number of cro are maintain		gates or flagme	en 42	
27. Number of cro	ssings at which	there are neith	er	
gates nor fla 28. Number of rail		at grade, specif		
ing each, . [Boston & All	any, Mansfield	Junction.1	. 2	
29. Number of rai	lroad crossings	over other ra	il- None.	
roads, specif 30. Number of rai	lroad crossings	under other ra	il-	
roads, specif [B., H. & E., a			. 1	
ROADS BELONGING				
ATED BY THIS C TRACT.	OMPANY UNDER	LEASE OR CO	N-	
31. Name, descript			4	
32. Total length of	Branch, length, f above roads,		4 miles.	4 miles.
33. Total length of 34. Total length				-
specifying e	ach,			
35. Total miles of 36. Total miles of	road operated b road operated	y this company by this compai	7,. 66] ny	
in Massachu 37. Number of sta	ısetts,		. 56	
this compan	ıy,	. 43		
38. Same in Massa 39. Miles of telegr		road operated	. 39 by	
this compand 40. Miles of telegr	y,		. 53 . None.	
41. Number of tel				
	egraph omces i	п сошрану в вс		
tions, 42. Number of tele	• • •		. 14 nis	
tions,	egraph stations	operated by th	. 14 nis : 1	

^{*} Length in all cases to be given in miles and decimals.

Rolling Stock.

	Rolling Stock.			
		Total number.	Value.	Per mile road operated.
2.	Locomotives (average weight of engines in working order, 56,000 lbs.), Locomotives (maximum weight of engines in working order, Tenders (average weight of tenders full of fuel and water, 34,000 lbs.), Tenders (maximum weight of tenders full of fuel and water,), (Average joint weight of engines and tenders, 90,000 lbs.), Length of heaviest engine and tender, from	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	\$105,300 00	.63
4. 5.	centre of forward truck-wheel of engine to centre of rear-wheel of tender, 42 ft. 2 in. Total length of heaviest engine and tender over all, 51 ft. 1 in. Snow-plows (average weight, 530 lbs.), Passenger cars (average weight, 36,000 lbs.), [And 3 26-94 of 7 line cars and 2 20-272 of 11	26 71	=	1.14
8. 9.	line cars.] Passenger cars (maximum weight,). Mail and baggage cars (av. weight, 31,175 lbs.) [And 220-232 of 5 line cars.] 8-wheel box freight cars (av. weight, 16,000 lbs.), 4-wheel box freight cars (av. weight, 8,500 lbs.), 8-wheel platform cars (av. weight, 12,500 lbs.),	269 6 103	44,100 00	4.07
11. 12.	4-wheel platform cars (av. weight,), Other cars (coal, gravel, &c.), (av. wt.), Total value,	253	\$207,400 00	3.80
	Total freight cars, including coal, &c., on a basis of 8 wheels,	502 18	-	7.55
	(Kind of brake, Westinghouse.) Number of cars equipped with train brakes, [And all line cars as above.] (Kind of brake, Westinghouse.)	82	-	-
17.	Number of passenger cars with Miller platform and buffer [and all line cars as above],	82	-	<u>-</u>
 3. 4. 6. 	Mileage, Traffic, &c. Miles run by passenger trains, Rate of speed of express passenger trains, including stops, Rate of speed of accommodation trains, including stops, Miles run by freight trains, Rate of speed of express freight trains, including stops, Rate of speed of accommodation freight trains, including stops, Miles run by other trains, and for what purpose,	22 m 269,5 18 m 10 m	iles per hour. iles per hour.	

8. Total train miles run,	789,46
9. Number of through passengers (whole length	257,984
of road),	3,228,296
1. Total number of passengers carried,	3,486,28
2. Total passenger mileage, or passengers carried	
one mile,	38,625,14
3. Passenger mileage to and from other roads,	9,674,521
4. Number of tons carried,	738,668
5. Total freight mileage, or tons carried one mile,	19,113,618
6. Freight mileage to and from other roads,	11,296,099
7. Highest rate of fare per mile, for any distance,	5 cents.
8. Lowest rate of fare per mile, for any distance,	0.5 conta
(single fare),	2.5 cents.
9. Average rate of fare per mile (not including	
season tickets) received from passengers on	0.9
roads operated by this company,	2.8 cents.
O. Average rate of fare per mile received from	0.0
passengers to and from other roads,	2.2 cents.
1. Average rate of fare per mile for season-ticket	
passengers, reckoning one round trip per	114-
day to each ticket, †	1.1 cents.
2. Average rate of fare per mile for all passengers,	2.3 cents.
3. Highest rate of freight per ton per mile, for	00
any distance,	30 cents.
4. Lowest rate of freight per ton per mile, for any	0.5
distance,	2.5 cents.
5. Average rate of freight per ton per mile on	4.045
roads operated by this company,	4.9 cents.
6. Average rate of freight per ton per mile to and	0.0
from other roads,*	2.9 cents.
7. Average number of cars in passenger trains,	e
including baggage cars,	6
8. Average number of cars in freight trains (basis	00
of 8 wheels),	28 ·
9. Average weight of passenger trains, including	
locomotive and tender, in working order,	150 500 4
exclusive of passengers,	150.588 tons.
O. Average weight of freight trains, including	
locomotive and tender, in working order,	055.40-0
exclusive of freight,	255 tons.
1. Number of persons regularly employed by com-	775
pany, including officials,	****
	·
Classification of Business.	
Passengers.	
1. Passengers coming from other States,:	316,635
2. Passengers going to other States, :	286,153
3. Passengers travelling only within this State,.	2,883,495
4. Total season-ticket passengers (round trip), .	651,300
5. Passengers to Boston (including season), • .	1,249,314
5. Passengers from Boston (including season),	1,221,811
7. Season-ticket passengers to and from Boston	(one round 569,110

After deducting all allowances for tolls, or use of cars, &c.
 † If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.
 † Apply only to roads crossing the State line.
 § Apply only to the roads terminating in Boston.

FREIGHT, IN TONS.

•	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal	88,965	-	2,630	2,630	12,577
2. Bituminous coal,	36,009	-	_	_	86,000
8. Petroleum,	<u> </u>	_	۱ -	-	-
4. Railroad iron, including steel			ŀ	ŀ	
and steel-capped rails, .	1,822	-	i	-	1,822
Castings and other iron, .	2,867	6,187	14,711	11,281	15,288
6. Other metals,	106	-	2,346	1,711	884
7. Iron and other ores,	702	-	-	-	445
8. Stone and brick,		-			-
9. Lime, cement and sand, .	1,484	-	8,114	8,114	-
10. Lumber,	1,028		7,186	7,186	
11. Ice,		2,800	2,600	·	2,600
12. Live stock,	1,928	4,519	5,982	6,590	1,427
18. Dressed carcasses, smoked	4 000		l		
and salted meats,	4,260	788	274	982 394	4,818
14. Flour,	4,780 1,500	1,776	181 687	304	4,730
16. Other agricultural products,	10,749	1,628 7,281	007	1,086	1,472
17. Manufactures not included	10,720	(,201		2,117	7,813
above.*	75,844	119,647	86,877	74 174	49,338
18. Merchandise.*	60,782	47,620	65,172	76,174 66,955	20,555
19. Other articles.	15,614	11,720	87,418	5,584	5,920
20. 0 0000 01 00000000000000000000000000	7,014	11,120	01,410	9,000	0,020
20. Total tons carried,	257,830	203,815	277,523	185,584	170,449

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

List of Accidents in Massachusetts.

			FROM CAUG THEIR OWN	CONTROL.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	•		-	-	1	1	1	1
Employés, .		•	_	-	_	-	-	-
Others, .	•	•	-	-	8	-	8	-

Statement of each Accident.

October 11, 1873.—Peter Loren was killed between Lowell bridge and Boylston station, about 6.40 p. m., by one of several trains passing about that time, it is not known by which. He resided in Lamartine Street. Jamaica Plain, with a wife and six children, and was of very intemperate habits.

November 21.—John Cahill, an Irishman, 38 years, and unmarried,—coachman for Richard Olney, of Wakefield Street, West Roxbury,—jumped from the 9.30 P. M. New York train near Mount Hope station and was run over by the 10 P. M. train from Dedham. Was, no doubt, dead before being run over.

January 29, 1874.—The wife of John Kane, residing at 134 Pynchon Street, Boston Highlands, mother of eleven children, and enciente at the time, was run over near New Heath Street crossing by 2 P. M. train from Boston and fatally injured. Died February 13.

February 23.—Cornelius Corrigan, a widower, was hit and killed by 9.15 A. M. train from Providence, while walking on track near Canton station, about 10.15 A. M. Left at Canton a child of four years.

April 6.—George Vickery, a vagabond, about 40 years old, recently discharged from Rhode Island State Farm, was killed about 6.45 P. M. by steamboat train from Boston.

May 8.—Robert G. Utley, from 45 to 50 years of age, a carpenter by trade, residing at Hyde Park with a wife and three children, while standing or walking on one of the numerous tracks between passenger station in Boston and Boston & Albany crossing, about 11.50 A. M., was run over by Stoughton train and killed.

May 18.—Two men went from Boston on 5.25 P. M. train, both drunk, one very drunk; the latter, Frank Carter alias Frank Sumner, about 35 years old, was shortly after run over and killed by the 6 P. M. express freight near Sprague Pond at Readville.

June 2.—John McHelleney, a young man residing in Salem Street, Boston, fell or jumped from the 11.10 a. M. New Bedford train when approaching Mansfield, and had one foot crushed. He was intoxicated, and met the endeavors of the company's agents to make him comfortable with persistent and excessive abuse.

June 18.—Peter Connors, of Dodgeville, was run over and cut to pieces by the 9.30 P. M. train from Boston, at a point near Hebronville. With the remains was found a bottle of "lightning" whiskey, partly full. Left a wife and seven children.

July 9.—Michael J. Byrnes, aged 32, was struck by the 7 a. M. train from Providence, when near Chickering station, and instantly killed. He appeared to throw himself against the train, but the jury decided that he was attempting to grasp a railing to get on, although that train at this point had an average speed of thirty miles per hour. He lived at 23 B Street, South Boston, and had been for some time accounted slightly deranged.

JOHN H. CLIFFORD, Pres't,
G. W. HALLET,
F. M. WELD,
J. W. BALCH,
H. A. WHITNEY,
Directors of the Boston & Providence Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 4, 1874. Then personally appeared John H. Clifford, George W. Hallet, F. M. Weld, J. W. Balch and H. A. Whitney, and severally made oath to the truth of the foregoing statement by them subscribed.

B. B. TORREY, Justice of the Peace.

Name and Residence of Officers.

John H. Clifford, Boston and New Bedford; G. W. Hallet, T. P. I. Goddard, Providence, R. I.; Wm. R. Robeson, F. M. Weld, J. W. Balch, Henry A. Whitney, Boston.

Proper Address for the Company.

BOSTON & PROVIDENCE RAILROAD CORPORATION, BOSTON, MASS.

REPORT

OF THE

CHESHIRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	\$ 2,250,000 00
 Capital stock authorized by charter, Capital stock authorized by votes of company, 	2,153,300 00
3. Capital stock issued (number of shares, 21,533),	2,085,925 00
amount paid in,	2,063,923 00
(number shares,),	None.
5. Capital stock, total amount paid in [as per ledger account],	\$ 2,153,300 00
6. Capital stock paid in per mile of road owned	40,158 52
by company,	40,136 32
chusetts,*	434,113 60
entitled to dividends,	533
9. Par value of shares, \$100; (the average price at which shares were sold, \$97).	
10. Number of stockholders,	707
11. Amount of stock held in Massachusetts,	1,812,800 00 517
DEBT. 13. Funded debt, as follows:—	
Bonds, due July 1, 1875, rate of interest, 6 per	20.020.00
cent.,	29,900 00
cent.,	3 0,000 00
Bonds, due July 1, 1877, rate of interest, 6 per cent.,	150,000 00
Bonds due July 1, 1880, rate of interest, 6 per cent	593,900 00
[No mortgage.]	,
14. Total amount of funded debt,	803,800 00
ment or purchase of property,	None.
16. Unfunded debt incurred for any other purpose, and for what,	None.
17. Other debts,—current credit balances, &c	27.022 00
18. Total debt liabilities,	\$830,822 00

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

19. Amount of debt liabilities after deducting cash,		
sinking funds in hands of trustees, and such		
securities and debit-balances as do not		
		•
	6 704 150	og.
\$66,665.14], 20. Proportion of same for Massachusetts,*	\$764,156	
	154,056	98
21. Proportion of same per mile of road,	14,251	34
22. Contingent liabilities as guarantor of bonds or	·	
debts of other corporations, specifying same,	None.	
		•
CASH REALIZED, &C.		
23. Total cash realized from capital and debt in-	ł	
ourned for construction confirment &c		
curred for construction, equipment, &c.,		
[\$2,625,925; discount made up from earn-	0.000	^^
ings, \$335,775],	2,625,925	00
24. Total amount of income which has been ex-		
pended (in addition to funds derived from		
capital and debts) in construction, equip-	1	
ment and purchase of property,	223,382	06
25. Total means applied to construction,	,	
EQUIPMENT AND PURCHASE OF PROPERTY,	1	\$2,849,307 06
	E #4 490	
26. Proportion of above for Massachusetts,*	574,432	28
	•	
Cost of Road, Equipment and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY.		
	61 400 740	04
1. Grading and masonry	\$1,490,749	
2. Bridging,	41,490	
3. Superstructure, including rails,	480,371	
4. Land, land damages and fences,	128,379	40
5. Passenger and freight stations, wood-sheds and	1	
water stations,	55,000	00
6. Engine-houses, car-sheds and turn-tables, .	22,000	
7. Machine shops,	25,000	
8. Interest paid during construction, discount, &c.,)	
9. Engineering, agencies, salaries and other ex-	119,715	74
nonce during construction	(110,110	
penses during construction,	,	80 000 mm or
19. Total expended for construction,	1	\$2,362,707 25
11. Average cost of construction per mile of road		
built by company,	44,063	92
12. Same per mile of single track built by com-	·	
pany, not including sidings,	44,063	92
13. Proportion of cost of construction for Massa-	,	
chusetts,*	476,330	97
Chacous,	470,000	<i>31</i>
Downson		
EQUIPMENT.	400.400	
14. Locomotives (number, 30),	138,469	39
15. Snow-plows on wheels (number, 2),	-	-
		86
16. Passenger, mail and baggage cars (number, 32),	24,971	
16. Passenger, mail and baggage cars (number, 32), 17. Freight and other cars (number, 420).	24,971 158,825	
17. Freight and other cars (number, 420),	158,825	07
17. Freight and other cars (number, 420),		07 52
17. Freight and other cars (number, 420),	158,825	07 52
17. Freight and other cars (number, 420),	158,825 4,333	07 552 326,599 8
 17. Freight and other cars (number, 420), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 	158,825 4,333 3,706	326,599 8
 17. Freight and other cars (number, 420), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 	158,825 4,333	326,599 8
21. Proportion for Massachusetts,*	158,825 4,333 3,706 78,981	326,599 8
17. Freight and other cars (number, 420), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts,*	158,825 4,333 3,706 78,981	326,599 8
17. Freight and other cars (number, 420), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts,*	158,825 4,333 3,706 78,981	326,599 8
17. Freight and other cars (number, 420), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, 21. Property Purchased and on Hand, not included in the Foregoing Accounts. 22. Property Purchased and Purchased Accounts. 23. Property Purchased R. P. Propingla appropriate and the property of Ashquets R. P. Propingla appropriate.	158,825 4,333 3,706 78,981	326,599 8
17. Freight and other cars (number, 420), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUD	158,825 4,333 3,706 78,981	326,599 8 31 47

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

30. Total property purchased,	\$160,000 00
. of equipment),	\$54,883 87
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts,	2,849,307 06 574,432 59
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY, 35. Amount of sinking and contingent funds, and	3,108,594 31
their purpose,	None.

Expenditures Charged to Capital Account during the Year.

[None.]

	T
Revenue for the Year.	
1. Receipts from local passengers on roads operated by this company,	\$57,668 69
2. Receipts from passengers from and to other roads over roads operated by this company,	1)
3. Receipts from passengers over other roads as tolls, or for use of cars of this company.	149,782 30
4. Receipts for express,	9,564 99
5. Receipts for mails,	10,240 00
6. Total receipts from passenger department,	227,255 98
7. Receipts from local freight on roads operated by this com-	
pany,	38,639 37
8. Receipts from freight from and to other roads over roads	
operated by this company,	11
9. Receipts from freight over other roads as tolls, or for use of	. } 474,834 09
cars of this company,	.
10. Total receipts from freight department,	513,473 46
11. Receipts as rents for use of road and equipment, when	
leased [buildings, shop-work, &c.],	9,878 81
12. Total Earnings,	750,608 25
13. Per mile of road operated,	
14. Per mile of road operated,—computed as sin-	1
gle track, not including sidings, 8,518 02	<u>.</u>
15. Per train mile, 1.214	
16. Proportion for Massachusetts,	
17. Income from other roads,	None.
18. Income from rent of property other than road and equip-	
ment, specifying same,	None.
19. Income from all other sources (including accretions from	
sinking funds, investments in stocks, bonds, steamboat	
property, transportation lines, &c., specifying same),	2,635 00
20. Total income,	753,243 25
21. Percentage of income to capital stock and debt, . 25.89	
22. Percentage to means applied to construction, equip-	1
ment, &c.,	1
110111, co., 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	·
1. Repairs of road, exclusive of bridges and new rails,* .	. \$59,227 32
2. New iron rails, deducting old rails sold (number of miles	,
8.65, weight per yard, 60 lbs.),	50,044 52
3. Steel rails, deducting old rails sold (number of miles,	
weight per yard,),	None.
4. Repairs of bridges,	10,819 79
5. Repairs of buildings and fixtures (station),	19,607 63
• • • • • • • • • • • • • • • • • • • •	

^{*} Including labor and materials in new sidings.

=		
6	Repairs of machinery and tools,	\$200 0 0
	Repairs of fences, road crossings, and signs,	547 25
8.	TOTAL,	140,446 51
	Proportion of same to passenger department, \$43,087 84	I TO THE O
	Proportion of same to freight department, 97,358 67	
	Of the above total there was expended for other than ordi-	
1.		None.
	nary repairs,	MOHO.
	CLASS 2.—General Traffic Expenses.	•
1	Taxes, State and local,	20,630 60
	General salaries, office expenses and miscellaneous, not em-	20,000 00
~.	braced in Classes 3 and 4,	12,300 83
3.	Insurance premiums and losses by fire and damages for fires	2.0,000
•••	set by engines,	1.694 10
4.	Repairs of locomotives,	46,050 24
	Repairs of snow-plows,	300 00
6.	New locomotives (charged to operating expenses),	24,000 00
	New snow-plows (charged to operating expenses),	_
8.	Removing ice and snow.	221 13
9.	Fuel—18,389 cords of wood, cost \$87,730.48; 4,027 tons of	
	coal, cost \$32,588.85,	120,319 3
0.	Water,	200 00
1.	Oil and waste,	10,230 0
2.	Switchmen, watchmen, flag and signal men,	8,169 6
	Telegraph expenses,	3,017 0
4.	TOTAL,	247,133 00
5.	Proportion belonging to passenger department,* \$75,820 49	•
6.	Proportion belonging to freight department, 171,312 59	
_	CLASS 3.—Passenger-Train Expenses.	
	Repairs of passenger, mail and baggage cars,	31,6 05 51
2.	New passenger, mail and baggage cars (charged to operat-	
_	ing expenses),	
	Damages and gratuities, passenger,	34 84
4.	Salaries, wages and incidentals of passenger department, .	24,4 00 14
Э.	Amount paid other corporations or individuals not operating	480.00
c	roads, for use of passenger cars, and repairs of same, † .	470 00
6.	TOTAL,	56,510 49
	CLASS 4.—Freight-Train Expenses.	
1	Repairs of freight cars,	44,513 36
	New freight cars charged to operating expenses,	1,100 00
	Damages and gratuities, freight,	1,217 35
J.	Salaries, wages and incidentals of freight department,	97,260 26
	Paid corporations or individuals not operating roads for use	01,200 20
υ.	of freight cars,a	_
6.	TOTAL,	144,090 97
	TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN	141,000 0
• •	CLASSES 1, 2, 3, 4,	588,181 0
8.	Per mile of the road operated,	000,101
	Per mile of single track operated, not includ-	
	ing sidings, 6,674 77	
0.	Per train mile,	
1.	Proportion for Massachusetts, 142,239 35	
2.	Percentage of expenses to income,	
	Net Income, Dividends, &c.	
	TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$165,062 20
2.	Amount paid other companies as rent for use of road, speci-	- ·
	fying each company, the amount, and basis on which rent	
	is computed,—	
	Vermont & Mass. division of Fitchburg R. R.,	54,000 00
	= -	•

^{*} Computed on gross receipts from passenger and freight departments.
† As the Pullman, Wagner or other drawing-room and sleeping-cars.

Balance received above amount paid entered in Revenue.

3. Net income a		oper	ating	expe	n <i>8e8</i> (and a	mou	nt pa	iid f	or re	nt	A111 000	
of roads, 4. Percentage	, 	· ma +		ital	eteel	- and	dah	:	•	. 3.8	;	\$1 11,062	20
5. Percentage (o tot	al m	o cap Anna	ุลทก	lied 1	o cor	ıstm	ction	1.	. 0.0	"		
equipmen			•	•			•	•	-,	. 3.9	ю		
6. Paid for inte	erest		•								.	40,782	82
7. Dividends d	eclar	ed, 5	per	cent	for i	the y	ear,	amou	ınt,		.	105,000	00
8. Date of last	divi	dend	decl	ared	,	•	•	•	•	•	.	July 15, 18	
9. Balance for	the 3	ear	defic	cit],	i	•	•	•	•	•	•	34,720	
10. Surplus at c 11. TOTAL				OI	пе у	ear,	•	•	•	•	•	159,192 124,472	
12. Paid to sink				anda	of t	ruste	es,	:	•	:		None.	31
Receipts, Expen	906, I	Not I	larnir	ngs,	k o., o	f Par	seng	er De	part	ment.			
1. TOTAL RECE	IPT8	fron	Pas	seng	er D	epart	men	t, as	per	"Rev	7-		
enue for t	he Y	ear,"	No.	6,		· .	•	•	•	•	•	\$227,25 5	98
2. (Total receip	ots p	er tr	ain i	nue,	\$1.5	99.)	Wan		D:1	di	"		
3. Expenses, prass per Cla	iopoi	No	ΟΙ .	Muin	icnui	ice oj	" ay	unu.	Dan	uinys		43,087	84
4. Expenses, p	ropo	rtion	of	"Gen	eral	Trafi	io Es	Coens	es." :	BB De	r	40,007	04
4. Expenses, p Class 2, 1	To. 1	5,			•	~ <i>y</i>	•		•	. P		75,820	49
5. Expenses, "	Pass	enger	-Trai	in E_{J}	pens	98," a	s per	r Cla	88 3,	No. (3,	56 ,510	
6. TOTAL EXPE	NSES	١,	• .	•	•	•	•	•	•		•	175,418	82
7. (Total exper	1866 J	per ti	rain	mile,	\$1.2	34.)						F1 000	10
8. NET EARNIN 9. (Net earning	GS, a	r trai	n mi	le. \$	0.365		•	•	•	•	•	51,837	10
Receipts, Expe							iah	t Des			-		
							_	_	-		. [
1. Total receif for the Ye	IPIS	rom No 1	rrei	gut 1	epa	rtmei	ıt, as	per	Ke	venu	e	\$ 513,473	46
2. (Total receip	ai, ita m	ar tra	in m	ile.	\$1.07	9.1	•	•	•	•	.	\$ 010,470	40
3. Expenses, pr	opor	tion	of "	Main	tenan	ce of	Wau	and.	Buile	linas.	"		
												97,358	67
as per Cla 4. Expenses, p Class 2, N	ropo	rtion	of '	' Gen	eral	Traff	lo Es	cpens	ce," i	ъв ре	r		
Class 2, N	o. 16	,	: . '		٠.	:	٠	:	:	٠,	•	171,312	
5. Expenses, "	гтөчд	Mt-T	rain .	Expe	nses,	' as p	er C	1888 4	4, NO	. 6,	•	144,090	
6. TOTAL EXPE			ein i	mila	4 0 8	37 \	•	•	•	•	١.	412,762	23
8. NET EARNIN			erm i		•	•						100,711	23
9. Net earnings	per	trair	n mile	e , \$ 0.	212.)							•	
General 1	Ralan	oo 81	neet s	st Cl	neine	of A	000111	ıta. S	enter	nber	30.	1874.	_
-						R.		, -	-		,		
Construction,												\$2,689,307	06
Ashuelot Railros	ıd ba	nds.										160,000	
Fuel and supplie	_	•		·					-	-		192,622	
Cash,		- Vpc		•	•	•	•	•	•	•	•	66,665	
Casii,	•	•	•	•	•	•	•	•	•	•	•		
					~	_						\$3,108,594	31
Camital -41-					C	R.			an	a e^^	00		
Capital stock,	•	•	•	• •	•	•	•	- 1	- ,	3,300			
Bonds,	•	•	•	•	•	•	•	•		3,800			
Interest due, .	•	•	•	•	•	•	•	•		4,759			
Dividends due,		•	•		•	•		•		2,263	00		
Profit and loss,								_	12	4,472	31		
•								•		-,	-	_	
								٠.		-,	_	\$3,108,594	31

Description of Road.	
1. Date when the road or portions thereof were opened for public use,—	
From South Ashburnham to Troy,	Fall of 1847.
" to Keene,	May, 1848.
" to Bellows Falls, .	Jan., 1849.
2. Length of main line of road [from South Ash-	,
burnham to Bellows Falls],*	53.62 miles.
Length of main line of road in Massachusetts,	10.81 miles.
In other States [New Hampshire],	42.81 miles.
10. Total length of road belonging to this com-	
pany,	53.62 miles.
11. Aggregate length of sidings and other tracks	
not above enumerated,	12.72 miles.
12. Same in Massachusetts,	3.22 miles.
13. Aggregate length of tracks belonging to this	
company, computed as single track,	66.34 miles.
14. Same in Massachusetts,	14.03 miles.
15. Total length of steel rails in tracks belonging	
to this company,	6.5 miles.
(Weights per yard, 58 lbs.)	
16. Total length of steel-top rails in tracks belong-	
ing to this company,	2.5 miles.
(Weights per yard, 59 lbs.)	•
17. Number of spans of bridges of 25 feet and up-	
wards,	16
18. Number of iron bridges (aggregate length, feet),	None.
19. Number of wooden bridges (aggregate length,	
1,325 feet,)	16

BRIDGES BUILT WTHIN THE YEAR.

Material.

Length.

When built.

Kind.

LOCATION.

	Howe truss, Howe truss, Howe truss, Howe truss,	Wood, Wood, Wood, Wood,	:	. 51	2 feet, 3 feet, 3 feet,	:	June. June. July. July.
21. Number of cro	essings of high	hwavs at	grade.		43		
22. Number of cro	esings of high	ıways ove	r railr	oad,	8		
23. Number of ci road, .	cossings of hi	ghways 1	ınder	rail-	6		
24. Number of hig					7		
25. Number of hi above track	ξ,	•			None.		
26. Number of cre are maintai		ch gates	or flag ·	men •	2		
27. Number of cro gates nor fl		ch there	re nei	ther	41		
28. Number of rai			le, spe	cify-	1		
29. Number of rail specifying of	road crossings		rrailro	ads,	None.		
30. Number of ra	ilroad crossin	gs under	other	rail-	None.		

^{*} Lengths in all cases to be given in miles and decimals.

Roads belonging to other Companies, operated by this Company under Lease or Con-		
TRACT.	1	
31. Name, description and length of each,—	1	
	24 miles.	
Ashuelot, length,* Vermont & Mass.,	10.5 miles.a	
32. Total length of above roads,	10.5 111165.4	34.5 miles.
33. Total length of above roads in Massachusetts,	Ì	10.5 miles.a
		10.5 111168.4
34. Total length of above roads in other States,	24 miles.	
specifying each [New Hampshire],	24 1111108.	88.12 miles.
35. Total miles of road operated by this company,	1	00.12 mnes.
36. Total miles of road operated by this company		01 21
in Massachusetts,	l	21.31 miles.
37. Number of stations on all roads operated by		
this company,	33	
38. Same in Massachusetts,	. '	
39. Miles of telegraph on line of road operated by	00.10	
this company,	88.12a	
40. Miles of telegraph owned by this company, .	None.	
41. Number telegraph offices in company's stations	1	
[on Cheshire R. R.],	13	
42. Number of telegraph stations operated by this		
company,	9	
43. Number of telegraph stations operated jointly		
by railroad and telegraph company,	4	

Rolling Stock.

	Total number.	Value.	Per mile road operated.
1. Locomotives (average weight of engines in working order, 30 tons), Locomotives (maximum weight of engines in working order, 34 tons),	30	\$240,000 00	.34
2. Tenders (average weight of tenders full of fuel and water, 17 tons), Tenders (maximum weight of tenders full of fuel and water, 20 tons), (Average joint weight of engines and tenders, 47 tons),	30	55,000 00	.34
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 42 feet.			
4. Total length of heaviest engine and tender over all, 51 feet.			
5. Snow-plows (average weight, 10 tons),	2	7,000 00	.02
6. Passenger cars (average weight, 15.5 tons), Passenger cars (maximum weight, 20 tons).	22	40,500 00	.249
7. Mail and baggage cars (av. weight, 12 tons), .	10	20,500 00	.11
8. 8-wheel box freight cars (av. weight, 8.5 tons), .	256	150,000 00	2.90
9. 4-wheel box freight cars (av. weight,), .	-	<i>'</i> -	-
10. 8-wheel platform cars (av. weight, 6.5 tons), .	153	68,000 00	1.72
11. 4-wheel platform cars (av. weight,), .	-	–	-
12. Other cars (coal, gravel, &c.), [4-wheel],	10	2,000 00	.11
13. Total value,		\$583,000 00	

^{*} Lengths to be given in miles and decimals.

a Joint use with Vermont & Massachusetts—Ashburnham to Fitchburg.

Rolling Stock-Continued.

	Total number.	Value.	Per mile road operated.	
4. Total freight cars, including coal, &c., on a basis of 8 wheels,	414	_	-	
15. Number of locomotives equipped with train brakes,	None	-	-	
(Kind of brake, 16. Number of cars equipped with train brakes, (Kind of brake, Westinghouse.)	20	-	-	
 Number of passenger cars with Miller platform and buffer, [21 passenger, 7 baggage, 3 mail,] 	21	-	-	
Mileage, Traffic, &c.				
 Miles run by passenger trains, Rate of speed of express passenger trains, in- 	142,06			
cluding stops, 3. Rate of speed of accommodation trains, includ-	l	les per hour.		
ing stops, 4. Miles run by freight trains, 5. Rete of ground of express freight trains include	12 miles per hour. 10 miles per hour.			
 5. Rate of speed of express freight trains, including stops, 6. Rate of speed of accommodation freight trains, 				
including stops, 7. Miles run by other trains, and for what pur-				
poses [wood and gravel],	19,51		18,149	
9. Number of through passengers (whole length of road), 0. Number of local passengers (over part of road),	44,41		•	
.1. Total number of passengers carried,	133,23		77,640	
2. Total passenger mileage, or passengers carried one mile,	4 002		68,17	
3. Passenger mileage to and from other roads, 4. Number of tons carried, 5. Total freight mileage, or tons carried one mile,	4,2 03 425	,418	91 40	
6. Freight mileage to and from other roads,	22,788	3,917	31,40	
[2 miles, 15 cents],	7.5 ce			
(single fare), 9. Average rate of fare per mile (not including season tickets) received from passengers on	2 cent	8.		
roads operated by this company,	3.297 cents.			
passengers to and from other roads," . 1. Average rate of fare per mile for season-ticket	3.063	cents.		
passengers, reckoning one round trip per day to each ticket t [two trips per week], . 2. Average rate of fare per mile for all passengers,	2.166 2.976			
3. Highest rate of freight per ton per mile, for any distance [one mile],	80 cen	its.		
4. Lowest rate of freight per ton per mile, for any distance,	1.65 c	ents.		

^{*} After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give
the rate on such basis.

 Average rate of freight per ton per mile on roads operated by this company. Average rate of freight per ton per mile to and from other roads. Average number of cars in passenger trains, including baggage cars. Average number of cars in freight trains (basis of 8 wheels). Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight, Number of persons regularly employed by company, including officials. 	1.: 4.: 12 10	5 ?)3.5 t	cents.	
Classification of Business.			T	
Passengers. 1. Passengers coming from other States,† 2. Passengers going to other States,† 3. Passengers travelling only within this State, . 4. Total season-ticket passengers (round trip), .	•	:		53,060 46,287 25,088 1,408

^{*} After deducting all allowances for tolls, or use of cars, &c. † Apply only to roads crossing the State line.

FREIGHT, IN TONS.

[No record from which this report can be made.]

List of Accidents in Massachusetts.

				ES BEYOND W CONTROL.		own Miscon- Relessness.	То	TAL.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		•	-	-	_	-	-	-
Employés, .		•	-	_	-	-	_	-
Others, .	•	•	-	-	1	-	1	-

Statement of each Accident.

July 4, 1874.—John Pendergrass, while lying upon the track, drunk, at Winchendon, was run over by a passing freight train, at about 1 o'clock A. M., and killed. A coroner's jury exonerated the railroad company from blame.

> E. MURDOCK, Jr., THOS. M. EDWARDS, WILLIAM A. BRIGHAM, GEORGE F. WILLIAMS, Directors of the Cheshire Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, November 10, 1874. Then personally appeared E. Murdock, Jr., Thos. M. Edwards, William A. Brigham and George F. Williams before me, and severally made oath to the truth of the foregoing statement by them subscribed.

HENRY G. DENNY, Justice of the Peace.

Name and Residence of Officers.

President, E. Murdock, Jr., Winchendon; Superintendent, R. Stewart, Keene, N. H.; Cashier, F. H. Kingsbury, Keene, N. H.; Master Mechanic, F. A. Perry, Keene, N. H.; Road Master, R. Hyland, Keene, N. H.; Purchasing Agent, H. H. Stone, Keene, N. H.

Proper Address for the Company.

CHESHIRE RAILROAD COMPANY, KEENE, N. H.

REPORT

OF THE

CONNECTICUT RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.	
CAPITAL STOCK. 1. Capital stock authorized by charter, 2. Capital stock authorized by votes of company, 3. Capital stock issued (number of shares, 21,000);	\$2,370,000 00 2,100,000 00
amount paid in, 4. Capital stock paid in on shares not issued (number of shares,),	2,100,000 00 None.
5. Capital stock, total amount paid in, 6. Capital stock paid in per mile of road owned by company,	\$2,100,000 00 37,600 07
7. Capital stock paid in, proportion for Massachusetts,*	All. ,
 8. Capital stock, number of shares issued not entitled to dividends, 9. Par value of shares, \$100 (the average price) 	None.
at which shares were sold, [589 shares sold at an average of \$101.83; 500 shares at an average of \$105.25; and 4,000 shares at an average of \$134.70; the balance at par.]	
10. Number of stockholders,	795 1,650,100 00 615
DEBT. 13. Funded debt, as follows:— 1st mortgage bonds, due Sept. 1, 1878, rate of	
interest, 6 per cent.,	250,000 00
interest, per cent., 3d mortgage bonds, due , rate of	None.
interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt incurred for construction,	250,000 00
equipment or purchase of property, †	399,800 00
and for what, 17. Other debts—current credit balances, &c., 18. Total debt liabilities,	146,933 59 796,733 59

Onless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

19. Amount of debt liabilities after deducting cash,	
sinking funds in hands of trustees, and such	
securities and debt balances as do not repre-	
sent permanent investments,	\$158,040 56
20. Proportion of same for Massachusetts,*	AÌL ´
21. Proportion of same per mile of road,	2,829 73
22. Contingent liabilities as guarantor of bonds or	`
debts of other corporations, specifying same,	None.
CASH REALIZED, &C.	
23. Total cash realized from capital [premium on	
stock sold], and debt incurred for construc-	2,888,585 62
tion, equipment, &c., 24. Total amount of income which has been ex-	2,000,000 02
pended (in addition to funds derived from	
capital and debt) in construction, equip-	
ment, and purchase of property,	None.
25. TOTAL MEANS APPLIED TO CONSTRUCTION,	
EQUIPMENT AND PURCHASE OF PROPERTY, .	2,680,417 32
26. Proportion of above for Massachusetts,*	A11.
Cost of Dood Tendemont and Tennests	
Cost of Road, Equipment and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY	
COMPANY.	4000 001 00
1. Grading and masonry,	\$802,931 82
2. Bridging, 3. Superstructure, including rails,	105,447 14 776,475 59
4. Land, land damages and fences,	327,968 90
5. Passenger and freight stations, wood-sheds and	1
water stations,	105 510 15
6. Engine-houses, car-sheds and turn-tables,	} 135,512 15
7. Machine shops,	IJ
8. Interest paid during construction, discount, &c.	83,393 82
9. Engineering, agencies, salaries and other ex-	
penses during construction,	83,651 98
Insurance received last year, and then deducted	
from construction, credited this year to operating expenses,	1,398 15
10. Total expended for construction,	\$2,316,799 55
11. Average cost of construction per mile of road	\$2,020,00
built by company,	41,482 53
12. Same per mile of single track built by com-	
pany, not including sidings, 13. Proportion of cost of construction for Massa-	31,802 33
chusetts,"	All.
Formpreys	
EQUIPMENT. 14. Locomotives (number, 18),	93,665 11
15. Snow-plows on wheels (number,),.	
16. Passenger, mail and baggage cars (number, 37),	51,665 34
17. Freight and other cars (number, 359),	96,608 44
18. Machinery and tools [included in 5 and 6].	- ′ -
19. Total for equipment,	241,938 89
20. Average cost of equipment per mile of road	
operated by company,	4,331 94
21. Proportion for Massachusetts,*	All.
PROPERTY PURCHASED AND ON HAND, NOT INCLUD-	
ED IN THE FOREGOING ACCOUNTS.	
22. Easthampton branch, original cost, \$121,678.88,	
purchased for	121,678 88

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

20.00	
29. Other property purchased:—	40.000.40
Real estate and ferry stock,	\$ 3,803 12
	125,482 00
31. Property in Massachusetts (including propor-	
tion of equipment,) All	l.
	684,220 44
	684,220 44
4. TOTAL PROPERTY AND ASSETS OF THE COMPANY,	3,414,773 00
5. Amount of sinking and contingent funds, and	9,223,000
their purpose [for redemption of mortgage]	165,137 45
Expenditures Charged to Capital Account during the Ye	ar.
1. Main line automaton or alteration of road	
1. Main line, extension or alteration of road	
2. Branches, extension or alteration of road, specifying	
3. Double track extension,	\$206,182 16
4. Land,	3,689 24
Any other expenditures charged to capital account, s	pecify-
ing same:—	i i
Insurance received, credited construction last year, or	carried
to credit of operating expenses this year,	1,398 15
6. Total,	211,269 55
7. Property sold and credited capital account [building	
8. Net addition to capital account for the year,	210,819 55
io 2.00 aantoo to tapour account jor and joan,	
Revenue for the Year.	
1. Receipts from local passengers on roads operated b	y this
company,	\$222,355 59
2. Receipts from passengers from and to other roads over	
operated by this company,	125,348 84
3. Receipts from passengers over other roads as tolls, or	for nea
of cars of this company,	None.
4. Receipts for express,	13,000 03
5. Receipts for mails,	12,625 47
6. Total receipts from passenger department,	373,329 93
Receipts from local freight on roads operated by thi	
pany,	85,624 12
8. Receipts from freight from and to other roads over	
operated by this company,	235,903 61
Receipts from freight over other roads as tolls, or for	use of
cars of this company,] -
0. Total receipts from freight department,	321,527 73
1. Receipts as rents for use of road and equipment,	when
leased,	
2. Total earnings,	694,857 66
	,441 49
4. Per mile of road operated,—computed as sin-	, , , , , , , , , , , , , , , , , , , ,
gle track [64 miles a], not including sidings, 10	,857 15
5. Per train mile,	1.96
6. Proportion for Massachusetts, Al	1.
7. Income from other roads,	None.
8. Income from rent of property other than road and	
ment, specifying same,	. 11,361 84
[Dwelling-houses and other buildings, including \$4,	950 for
use of tracks and station buildings at Greenfield.	101
	a from
	B LIUII I
9. Income from all other sources (including accretion	
 Income from all other sources (including accretion sinking funds, investments in stocks, bonds, stee property, transportation lines, &c., specifying sam 	mboat

T-44	
Interest,	
Accretions from sinking fund, 8,204 61	
Revenue stamps returned by Government, . 175 59	
Sundries, 10 36	ADE KED DO
D	\$25,550 96
Premium on stock sold during year,	54,505 58
20. TOTAL INCOME,	786,275 9 8
21. Percentage to capital stock and net debt, 34.82	
22. Percentage to means applied to construction, equip-	
ment, &c.,	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating)	
expenses).	
1. Repairs of road, exclusive of bridges and new rails,*	\$76,921 27
2. New iron rails, deducting old rails sold and on hand (number	V y
of miles, 1, weight per yard, 56 lbs.),*	1,351 25
3. Steel rails, deducting old rails sold and on hand (number of	_,,
miles, 51, weight per yard, 56 lbs.),	49.661 78
4. Repairs of bridges,	2,787 33
5. Repairs of buildings and fixtures (station), . \$16,308 22	,
Less insurance received 2,089 98	
2000 100011000 100011000 1	14,218 24
6. Repairs of and additions to machine-shops and machinery,	2,016 96
7. Repairs of fences, road crossings and signs,	3,864 50
8. Total,	150,821 35
9. Proportion of same to passenger department,† \$81,000 00	200,002 00
10. Proportion of same to freight department, . 69,821 35	
11. Of the above total there was expended for other than ordi-	
nary repairs,	Nothing.
nury ropulation in the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of	Tionwing.
CLASS 2.—General Traffic Expenses.	
1. Taxes, State and local,	
	46,089 30
2. General salaries, office expenses and miscellaneous not em-	46,089 30
2. General salaries, office expenses and miscellaneous not em-	
2. General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4,	46,089 30 28,444 16
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4, Insurance premiums and losses by fire and damages for fires 	28,444 16
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4, Insurance premiums and losses by fire and damages for fires set by engines, 	28,444 16 2,854 12
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4, Insurance premiums and losses by fire and damages for fires set by engines, Repairs of locomotives, 	28,444 16
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4, Insurance premiums and losses by fire and damages for fires set by engines, Repairs of locomotives, Repairs of snow-plows, 	28,444 16 2,854 12
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4, Insurance premiums and losses by fire and damages for fires set by engines, Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), 	28,444 16 2,854 12
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. Insurance premiums and losses by fire and damages for fires set by engines, Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), 	28,444 16 2,854 12 25,488 00
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. Insurance premiums and losses by fire and damages for fires set by engines. Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), Removing ice and snow, 	28,444 16 2,854 12
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4, Insurance premiums and losses by fire and damages for fires set by engines, Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), Removing ice and snow, Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, 	28,444 16 2,854 12 25,488 00 - - 2,214 62
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4, Insurance premiums and losses by fire and damages for fires set by engines, Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), Removing ice and snow, Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, 	28,444 16 2,854 12 25,488 00 - - 2,214 62 57,866 21
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. Insurance premiums and losses by fire and damages for fires set by engines. Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), Removing ice and snow, Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, Water, 	28,444 16 2,854 12 25,488 00 - 2,214 62 57,866 21 3,084 61
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. Insurance premiums and losses by fire and damages for fires set by engines. Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), Removing ice and snow, Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168. Water, Oil and waste, 	28,444 16 2,854 12 25,488 00 - - 2,214 62 57,866 21
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. Insurance premiums and losses by fire and damages for fires set by engines. Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), Removing ice and snow, Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, Water, Oil and waste, Switchmen, watchmen, flag and signal men, 	28,444 16 2,854 12 25,488 00 - 2,214 62 57,866 21 3,084 61
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. Insurance premiums and losses by fire and damages for fires set by engines. Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), Removing ice and snow, Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, Water, Oil and waste, Switchmen, watchmen, flag and signal men, Telegraph expenses, 	28,444 16 2,854 12 25,488 00 - 2,214 62 57,866 21 3,084 61 5,386 80
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. Insurance premiums and losses by fire and damages for fires set by engines. Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), Removing ice and snow, Frei—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, Water, Oil and waste, Switchmen, watchmen, flag and signal men, Telegraph expenses, Total, 	28,444 16 2,854 12 25,488 00 - 2,214 62 57,866 21 3,084 61
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. Insurance premiums and losses by fire and damages for fires set by engines. Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), Removing ice and snow, Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, Water, Oil and waste, Switchmen, watchmen, flag and signal men, Telegraph expenses, TOTAL, Proportion belonging to passenger department, † \$92,000 00 	28,444 16 2,854 12 25,488 00 - 2,214 62 57,866 21 3,084 61 5,386 80
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. Insurance premiums and losses by fire and damages for fires set by engines. Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), Removing ice and snow, Frei—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, Water, Oil and waste, Switchmen, watchmen, flag and signal men, Telegraph expenses, Total, 	28,444 16 2,854 12 25,488 00 - 2,214 62 57,866 21 3,084 61 5,386 80
 General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. Insurance premiums and losses by fire and damages for fires set by engines. Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), Removing ice and snow, Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, Water, Oil and waste, Switchmen, watchmen, flag and signal men, Telegraph expenses, TOTAL, Proportion belonging to passenger department, † \$92,000 00 Proportion belonging to freight department, † 79,427 82 	28,444 16 2,854 12 25,488 00 - 2,214 62 57,866 21 3,084 61 5,386 80
2. General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men, 13. Telegraph expenses, 14. Total, 15. Proportion belonging to passenger department, † 892,000 00 79,427 82 CLASS 3.—Passenger-Train Expenses.	28,444 16 2,854 12 25,488 00 - 2,214 62 57,866 21 3,084 61 5,396 80 - 171,427 82
2. General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men, 13. Telegraph expenses, 14. Total, 15. Proportion belonging to passenger department, † 16. Proportion belonging to freight department, † 292,000 00 79,427 82 Class 3.—Passenger-Train Expenses. 1. Repairs of passenger, mail and baggage cars,	28,444 16 2,854 12 25,488 00 - 2,214 62 57,866 21 3,084 61 5,386 80
2. General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men, 13. Telegraph expenses, 14. TOTAL, 15. Proportion belonging to passenger department, † 16. Proportion belonging to freight department, † 17. CLASS 3.—Passenger-Train Expenses. 1. Repairs of passenger, mail and baggage cars, 2. New passenger, mail and baggage cars (charged to operat-	28,444 16 2,854 12 25,488 00 - 2,214 62 57,866 21 3,084 61 5,386 80 - 171,427 82 20,319 97
2. General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men, 13. Telegraph expenses, 14. TOTAL, 15. Proportion belonging to passenger department, † 16. Proportion belonging to freight department, † 292,000 00 79,427 82 CLASS 3.—Passenger-Train Expenses. 1. Repairs of passenger, mail and baggage cars, charged to operating expenses),	28,444 16 2,854 12 25,488 00 - 2,214 62 57,866 21 3,084 61 5,386 80 - 171,427 82 20,319 97 5,000 00
2. General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men, 13. Telegraph expenses, 14. TOTAL, 15. Proportion belonging to passenger department, † 17. Proportion belonging to freight department, † 18. Proportion belonging to freight department, † 292,000 00 16. Proportion belonging to freight department, † 292,000 00 79,427 82 CLASS 3.—Passenger-Train Expenses. 1. Repairs of passenger, mail and baggage cars, 2. New passenger, mail and baggage cars (charged to operating expenses), 3. Damages and gratuities, passenger,	28,444 16 2,854 12 25,488 00 2,214 62 57,866 21 3,084 61 5,396 80 171,427 82 20,319 97 5,000 00 2,730 50
2. General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men, 13. Telegraph expenses, 14. Total, 15. Proportion belonging to passenger department, † 16. Proportion belonging to freight department, † 79,427 82 CLASS 3.—Passenger-Train Expenses. 1. Repairs of passenger, mail and baggage cars, 2. New passenger, mail and baggage cars (charged to operating expenses), 3. Damages and gratuities, passenger, 4. Salaries, wages and incidentals of passenger department,	28,444 16 2,854 12 25,488 00 - 2,214 62 57,866 21 3,084 61 5,386 80 - 171,427 82 20,319 97 5,000 00
2. General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4. 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men, 13. Telegraph expenses, 14. TOTAL, 15. Proportion belonging to passenger department, † 16. Proportion belonging to freight department, † 79,427 82 CLASS 3.—Passenger-Train Expenses. 1. Repairs of passenger, mail and baggage cars, 2. New passenger, mail and baggage cars (charged to operating expenses), 3. Damages and gratuities, passenger, 4. Salaries, wages and incidentals of passenger department, 5. Amount paid other corporations or individuals not operating	28,444 16 2,854 12 25,488 00
2. General salaries, office expenses and miscellaneous not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—3,722 cords of wood, cost \$18,698.21; 4,362 tons of coal, cost \$39,168, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men, 13. Telegraph expenses, 14. TOTAL, 15. Proportion belonging to passenger department, † \$92,000 00 16. Proportion belonging to freight department, † \$92,000 00 16. Proportion belonging to freight department, † \$92,000 00 179,427 82 CLASS 3.—Passenger-Train Expenses. 1. Repairs of passenger, mail and baggage cars, charged to operating expenses), 3. Damages and gratuities, passenger, 4. Salaries, wages and incidentals of passenger department,	28,444 16 2,854 12 25,488 00 2,214 62 57,866 21 3,084 61 5,396 80 171,427 82 20,319 97 5,000 00 2,730 50

^{*} Including labor and materials in new sidings.
† Computed on *gross receipts* from passenger and freight departments.
As the Pullman, Wagner, or other drawing-room and sleeping-cars.

Oz con A. Buight Their Frances	
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars,	\$15 OOA 98
2. New freight cars charged to operating expenses,	\$15,204_88
3. Damages and gratuities, freight,	477 88
4. Salaries, wages and incidentals of freight department,	73,207 33
5. Paid corporations or individuals not operating roads for use	,
of freight cars,	
6. TOTAL,	88,890 09
7. Total expenses for operating the road, embraced in	401 000 07
Classes 1, 2, 3, 4,	491,208 97
9. Per mile of single track operated, not includ-	
ing sidings, 7,675 14	
10. Per train mile,	
11. Proportion for Massachusetts, All.	
12. Percentage of expenses to income, 62.47	
•	
Wet Treems Weidende As	
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$ 295,067 01
2. Amount paid other companies as rent for use of road, speci-	
fying each company, the amount, and basis on which rent is computed,	_
3. Net income above operating expenses, and amount paid for rent of	_
roads,	295,067 01
4. Percentage of same to capital stock and debt 13.07	
5. Percentage to total means applied to construction,	
equipment, &c., 10.99	
6. Paid for interest,	38,649 94
7. Dividends declared, 10 per cent. for the year, amount,	200,000 00
8. Date of last dividend declared, 9. Balance for the year or surplus [including \$54,505.52 pre-	July 1, 1874.
mium on stock],	56,417 07
10. Surplus at commencement of the year [including sinking	00,411 01
fund and profit and loss and premium],	461,622 34
11. Total surplus,	518,039 41
12. Paid to sinking funds in hands of trustees [accretions,	
\$8,204.61; paid, \$8,000],	16,204 61
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. Total receipts from Passenger Department, as per "Rev-	4000 000 00
enue for the Year," No. 6,	\$ 373,329 93
 (Total receipts per train mile, \$1.893.) Expenses, proportion of "Maintenance of Way and Buildings," 	
	81,000 00
as per Class 1, No. 9, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Research Train Expenses," on per Class 2, No. 6.	02,000
Class 2, No. 15,	92,000 00
5. Expenses, "Passenger-1rum Expenses," as per Class 5, No. 0,	80,069 71
6. TOTAL EXPENSES,	253,069 71
7. (Total expenses per train mile, \$1.283.)	100 000 00
8. NET EARNINGS,	120,260 22
o. (Net carmings per train mile, words)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. Total receipts from Freight Department, as per "Revenue	
for the Year." No. 10.	\$3 21,527 73
2. (Total receipts per train mile, \$2.045.)	' '
3. Expenses, proportion of "Maintenance of Way and Buildings,"	00 004 07
as per Class 1, No. 10,	69,821 35
1. Lapenses, proportion of "General Iragio Expenses," 28 per	• 79,427 82
 Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, Expenses, "Freight-Train Expenses," as per Class 4, No. 6, 	88,890 09
or marketing a rought armin makeneous and hor ormore at the of a	22,000 00

6. Total expenses,	_ ,•	•	٠,	4. -:						$\cdot $	\$238,139	26
7. (Total expenses per 8. NET EARNINGS, . 9. (Net earnings per	_	_				•	•	•	•		83,388	47
General Balance									hom	90	1074	
General Balanc	о опе	et m	r OIG	_	OI Z	LOOOUL	aus, o	abren	IBET	ou,	101.2	
Cost of road and equi	pmen	t,			•						\$2,680,417	32
Real estate and ferry	stock,	,									3,803	12
Materials,	•								•		89,425	87
Post-office department	t,			•							2,950	00
Dues from individuals	and	corp	orat	ions	, .						19,272	49
Dues from station age	nts,	•		•							54,107	15
Bills receivable, .	•	•				•	•		•		247,786	62
Investments, .	•	•		•			•	•	/ •	•	41,100	00
Cash,	•	•	•	•	•	•	•	•	•	•	108,339	
Commissioners of sink		und,	,	•	•	•	•	•	•	•	165,137	
Suspense account,	•	•	•	•	•	•	•	•	•	•	2,433	66
											\$3,414,773	~
•				C	R.						40,212,110	•
Capital stock, 21,000 s	hares						. :	2,100	,000	00		
Mortgage bonds, .								250	,000	00		
Bills payable, .								399	,800	00		
Unclaimed dividends,								1	,791	00		
United States, .									66	24		
Commonwealth of Ma	ssach	uset	ts,	•				39	,062	56		
Cashier,		•		•		•	•	22	,848	76		
Dues to individuals ar	ıd cor	pora	tion	18,	•	•	•	83	,165	03		
Premium on capital st	ock,	•		•	•		•	138	,785	62		
	•	•	•	•	•	•	•		,833			
Sinking fund, .	•	•	•	•	•	•	•		,137			
Profit and loss, .	•	•	•	٠	•	•	•	23	,282		0 0 414 990	Δ0
											\$ 3,414,773	w
Descri	ntion	of R	hen				Ī					_
1. Date when the ro					ereo	f we	ra					
opened for publ	ic use	·			.0100	- "						
From Springfield t	to Cal	otvi	ille,	•	•	•		Feb.				
" "	to Noi to Gre	thai	npte	on,	•	•	•	Dec. Nov.				
	to Sou				:	:		Jan.				
2. Length of main li	ne of				Spri	ngfie	ld					
to South Vernor Length of main li	1],* .	rood	: :-	Man		nect.		50 m 50 m				
In other States							- 11	30 III	- 108.		_	
3. Length of line wi	th tr	ack	laid	, if 1	road	is n	ot					
completed,						•	•	17	-		-	
4. Length of double	ігаск	on n	пап	111116	,	•	•	17 m	1168.			

^{*} Lengths in all cases to be given in miles and decimals.

5. Branches owned by company:— Chicopee to Chicopee Falls, single track, length, Mount Tom to Easthampton, 6. Total length of branches owned by company, 7. Total length of branches owned by company in Massachusetts, 8. Total length of branches owned by company in other States, 9. Length of double track on branches, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 16. Total length of steel-top rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 17. Number of spans of bridges of 25 feet and upwards, 18. Number of iron bridges (aggregate length, feet, 80), 19. Number of wooden bridges (aggregate length, feet, 2,774), 10. Same in Massachusetts, 10. Total length of steel-top rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 18. Number of spans of bridges (aggregate length, feet, 80), 19. Number of wooden bridges (aggregate length, feet, 2,774), 10. Same in Massachusetts, 10. Total length of steel-top rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in Massachusetts, 19. Same in M				
Chicopee to Chicopee Falls, single track, length, Mount Tom to Easthampton, " 6. Total length of branches owned by company, . 7. Total length of branches owned by company in Massachusetts, . 8. Total length of branches owned by company in other States, . 9. Length of double track on branches, . 10. Total length of road belonging to this company, . 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track,	5. Branches owned by company:—	1		
Mount Tom to Easthampton, " " " " " " " " " " " " " " " " " " "	Chiconee to Chiconee Falls, single track, length.	2.35 miles.		
6. Total length of branches owned by company, 7. Total length of branches owned by company in Massachusetts, 8. Total length of branches owned by company in other States, 9. Length of double track on branches, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 15. Number of spans of bridges of 25 feet and upwards, 16. Number of iron bridges (aggregate length, feet, 80), 16. Number of wooden bridges (aggregate length, feet, 80), 17. Number of wooden bridges (aggregate length, feet, 80), 18. Number of wooden bridges (aggregate length, feet, 80), 19. Ses miles. All. All. 5. Ses miles. All. 6. None. 55.85 miles. All. 6. None. 6. Same in Massachusetts, All. 6. None. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts, All. 6. Same in Massachusetts	Mount Tom to Easthampton " "			
7. Total length of branches owned by company in Massachusetts,		0.00 miles	5.85 miles	
Massachusetts,			o.co mnes.	
8. Total length of branches owned by company in other States, 9. Length of double track on branches, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, 16. Weights per yard, 56 lbs.) 17. Number of spans of bridges of 25 feet and upwards, 18. Number of iron bridges (aggregate length, feet, 80), 19.30 miles. 19.30 miles. 19.31 miles. 19.32 miles. 19.36 miles. 19.36 miles. 19.37 miles. 19.38 miles. 19.39 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.31 miles. 19.32 miles. 19.33 miles. 19.35 miles. 19.36 miles. 19.36 miles. 19.37 miles. 19.38 miles. 19.39 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.31 miles. 19.32 miles. 19.33 miles. 19.35 miles. 19.36 miles. 19.36 miles. 19.36 miles. 19.37 miles. 19.38 miles. 19.39 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.30 miles. 19.		A 11		
other States, 9. Length of double track on branches,		Aii.		
9. Length of double track on branches,				
0. Total length of road belonging to this company, 1. Aggregate length of sidings and other tracks not above enumerated,			_	
1. Aggregate length of sidings and other tracks not above enumerated,		None.		
not above enumerated,	Total length of road belonging to this company,	'	55.85 miles.	
2. Same in Massachusetts, 3. Aggregate length of tracks belonging to this company, computed as single track, 4. Same in Massachusetts, 5. Total length of steel rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 6. Total length of steel-top rails in tracks belonging ing to this company, (Weights per yard, 56 lbs.) 7. Number of spans of bridges of 25 feet and upwards, 8. Number of iron bridges (aggregate length, feet, 80), Number of wooden bridges (aggregate length)	1. Aggregate length of sidings and other tracks			
3. Aggregate length of tracks belonging to this company, computed as single track,	not above enumerated,	19.30 miles.		
3. Aggregate length of tracks belonging to this company, computed as single track,	2. Same in Massachusetts	All.		
company, computed as single track, 4. Same in Massachusetts, 5. Total length of steel rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 6. Total length of steel-top rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 7. Number of spans of bridges of 25 feet and upwards, 8. Number of iron bridges (aggregate length, feet, 80), 9. Number of wooden bridges (aggregate length) 1. Supplies the steel track of the same tracks belonging to this company, (Weights per yard, 56 lbs.) 2. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 7. Number of spans of bridges (aggregate length, feet, 80), 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.) 1. Supplies the same tracks belonging to this company, (Weights per yard, 56 lbs.)	3. Aggregate length of tracks belonging to this			
4. Same in Massachusetts,		92.15 miles.		
5. Total length of steel rails in tracks belonging to this company,				
to this company, (Weights per yard, 56 lbs.) 5. Total length of steel-top rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 7. Number of spans of bridges of 25 feet and upwards, 8. Number of iron bridges (aggregate length, feet, 80), 9. Number of wooden bridges (aggregate length) 1. Number of wooden bridges (aggregate length)		A		
(Weights per yard, 56 lbs.) 5. Total length of steel-top rails in tracks belonging to this company,	to this company		30 miles	
5. Total length of steel-top rails in tracks belonging to this company. (Weights per yard, 56 lbs.) 7. Number of spans of bridges of 25 feet and upwards, 3. Number of iron bridges (aggregate length, feet, 80), 9. Number of wooden bridges (aggregate length) 1. Number of wooden bridges (aggregate length)			oo mnes.	
ing to this company, (Weights per yard, 56 lbs.) Number of spans of bridges of 25 feet and upwards, Number of iron bridges (aggregate length, feet, 80), Number of wooden bridges (aggregate length)				
(Weights per yard, 56 lbs.) Number of spans of bridges of 25 feet and upwards, S. Number of iron bridges (aggregate length, feet, 80), Number of wooden bridges (aggregate length)				200
(Weights per yard, 56 108.) 7. Number of spans of bridges of 25 feet and upwards, 8. Number of iron bridges (aggregate length, feet, 80), 9. Number of wooden bridges (aggregate length)	ing to this company,	.667 mile.	,	427
feet, 80),	(Weights per yard, 50 lbs.)		_	· 1
feet, 80),			7 4	778
feet, 80),	wards,	21		6-23
feet, 80),	3. Number of iron bridges (aggregate length,		10,	- 12
Number of wooden bridges (eggregete length	feet, 80),	1	, 6	5. 13
feet, 2,774),	Number of wooden bridges (aggregate length.		_	
' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' '		10	59	7.50
	, , , , , , , , , , , , , , , , , , , ,		4	1.00
	BRIDGES BUILT WITHIN THE Y	EAR. G	634	: 60

LOCATION.	Kind.	Material.	Length.	When built.
Holyoke,	Howe truss, .	Wood,	100 feet, .	. November, 1878.
21. Number of cros	ssings of highw	ays at grade,	. 54	,
2. Number of cros				790 76
3. Number of croroad,		•		790 78
road, 4. Number of higl	hway bridges 18	feet above trac	. 7 k, 5	-/30%
5. Number of hig	hway bridges	less than 18 fe	et	00 109
above track, S. Number of cro	,	cotos en florme	None.	
	ed,		. 3	
Number of cros	ssings at which	there are neith		
	gmen,		. 51	
8. Number of rail		at grade, specir L. at Greenfield		
9. Number of rai				
roads, specif	ying each, .	• • • •	. None.	
0. Number of rail	road crossings	under other rai	None.	
Toatis, specii	Jing each, .		. Нопе.	
ROADS BELONGING ATED BY THIS C				
TRACT.	[None 1			
	[None.]		ł	

a Bridges between Holyoke and Northampton reconstructed for double track.

35. Total miles of road operated by this company,	55.85
36. Total miles of road operated by this company	All.
in Massachusetts,	All.
37. Number of stations on all roads operated by	
this company,	19
38. Same in Massachusetts,	19
39. Miles of telegraph on line of road operated by	
this company,	52.35
10. Miles of telegraph owned by this company,	None.
11. Number of telegraph offices in company's sta-	
tions,	12
12. Number of telegraph stations operated by this	
	0
company,	8
13. Number of telegraph stations operated jointly	
by railroad and telegraph company,	4

Rolling Stock.

	Total number.	Value.	Per mile road operated.
1. Locomotives (average weight of engines in working order, 47,762 lbs.), Locomotives (maximum weight of engines in working order, 54,000 lbs.),	} 18	\$ 102,500 00	.32
2. Tenders (average weight of tenders full of fuel and water, 30,000 lbs.),	18	27, 000 00	.32
 Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 38 ft. 8 in. Total length of heaviest engine and tender 			
over all, 47 ft. 4 in. 5. Snow-plows (av. wt., 1, 4,000 lbs.; 18, 360 lbs.),	19	920 00	_
6. Passenger cars (average weight, 17 tons.),	25	60,500 00	.44
Passenger cars (maximum weight, 24½ tons.) 7. Mail and baggage cars (av. weight, 13 tons),	12	24,750 00	_
8. 8-wheel box freight cars (av. weight, 8 tons),	134	67,000 00	2.41
9. 4-wheel box freight cars (av. weight,),	None	, , , , , , ,	
10. 8-wheel platform cars (av. weight, 6½ tons), .	160 20	50,000 00 4,000 00	2.88
11. 4-wheel platform cars (av. weight, 2 tons), 12. Other cars (coal, gravel, &c.),	45	13,750 00	_
13. Total value,		\$350,420 00	
14. Total freight cars, including coal, &c., on a basis			
of 8 wheels,	326	-	5.83
brakes,	11	-	_
2 with Westinghouse and Vacuum.) 16. Number of cars equipped with train brakes, (Kind of brake, 25 Vacuum — 4 Westinghouse and Vacuum.)	25	_	-
17. Number of passenger cars with Miller platform and buffer,	25	-	-

	Mileage, Traffic, &c.	
	Miles run by passenger trains,	197,223
	cluding stops,	29 miles per hour.
	ing stops, Miles run by freight trains,	24 miles per hour. 133,119
	Rate of speed of express freight trains, including stops,	15 miles per hour.
	including stops, Miles run by other trains, and for what pur-	8 miles per hour.
	poses [construction],	24,113 354,455
	Number of through passengers (whole length of road),	49,842
11.	Number of local passengers (over part of road), Total number of passengers carried,	1,071,163
	Total passenger mileage, or passengers carried one mile,	12,189,908
14.	Passenger mileage to and from other roads, Number of tons carried, Tabel Fright mileage, retors carried one mile	4,033,837 327,893
16.	Total freight mileage, or tons carried one mile, Freight mileage to and from other roads, Highest rate of fare per mile, for any distance	8,028,601 6,969,282
	[stations one mile apart], Lowest rate of fare per mile, for any distance,	5 cents.
	(single fare),	1.75 cents.
••	season tickets) received from passengers on roads operated by this company,	2.86 cents.
	Average rate of fare per mile received from passengers to and from other roads,"	3.1 cents.
21.	Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, t	.8 cent.
	Average rate of fare per mile for all passengers, Highest rate of freight per ton per mile, for	2.85 cents.
	any distance [between stations one mile apart, including depot charges],	\$ 1.00.
	Lowest rate of freight per ton per mile, for any distance [per local tariff],	4 cents.
	Average rate of freight per ton per mile on roads operated by this company, Average rate of freight per ton per mile to and	4 cents.
	from other roads,*	3.3 cents.
	including baggage cars,	3.5
2 9.	of 8 wheels),	23
30	locomotive and tender, in working order, exclusive of passengers,	94 tons.
.	locomotive and tender, in working order, exclusive of freight,	211 tons.
31.	Number of persons regularly employed by company, including officials,	404
	- · · · · · · · · · · · · · · · · · · ·	

After deducting all allowances for tolls, or use of cars, &c.
 † If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

Classification of Business.					
Passengers.					
	•				34,370
2. Passengers going to other States,*	•	•	•	•	34,265
 Passengers travelling only within this State, Total season-ticket passengers (round trip), 		•	•	• 1	1,052,370 91,821
4. Your posson-more bassengers (round strb),	•	•	•	•	31,021

* Apply only to roads crossing the State line.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal.	_	_	25,528	_	_
2. Bituminous coal,	10	91	51,968	I _	_
8. Petroleum.	126	9	669		_
4. Railroad iron, including steel		_			
and steel-capped rails, .	2	_	699	-	
5. Castings and other iron,	278	100	8,318	_	_
6. Other metals	7	19	16	_	_
7. Iron and other ores.	482		2,198	_	
8. Stone and brick	875	18 ·	22,522	_	
9. Lime, coment and sand,	2,178	11	8,094	-	-
lo. Lumber,	28,292	885	28,429	-	_
11. Ice,	_	-		- 1	_
2. Live stock.	492	233	2,012	-	_
3. Dressed carcasses, smoked					
and salted meats	1	· 88	230	- 1	-
4. Flour,	8,825	121	4.280	- 1	-
5. Grain,	. 11,447	227	8,401	-	-
6. Other agricultural products, .	879	155	5,315	_	-
7. Manufactures not included					
above,*	410	556	28,179	-	-
8. Merchandise,	8,279	1,654	74,860	-	
9. Other articles,	771	27	4,200	-	-
0. Total tons carried,	57,849	4,132	265,912		

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depat for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

List of Accidents in Massachusetts.

			BES BEYOND N CONTROL.		own Miscon- relessness.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Passengers,		_	_	-	-	-		
Employés, .		-	-	1	_	1	-	
Others, .		-	-	2	-	2	-	

Statement of each Accident.

October 1, 1873.—Thomas A. Whalen, fireman, when near Northampton station, went out on the "side-board," as is supposed, for the purpose of cleaning some part of the engine, when, from some unknown cause, he fell under the train and was instantly killed.

[†] Apply only to the roads terminating in Boston.

PUBLIC DOCUMENT—No. 29.

October 18.—James Keating, a child two years old, while playing on the track, at a point about one mile north of Northampton station, was struck by the locomotive, receiving injuries from which it died the same day.

June 18, 1874.—Alpheus Loveland, while walking on the track, at a point about one mile and a quarter north of Greenfield station, was struck by the locomotive and killed instantly.

D. L. HARRIS,
I. M. SPELMAN,
IGNATIUS SARGENT,
C. W. CHAPIN,
EDWARD A. DANA,
OSCAR EDWARDS,

Directors of the Connecticut River Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. November 4, 1874. Then personally appeared D. L. Harris, I. M. Spelman, Ignatius Sargent, C. W. Chapin, Edward A. Dana and Oscar Edwards, and severally made oath to the truth of the foregoing statement by them subscribed.

CHAS. E. STEVENS, Justice of the Peace.

Name and Residence of Officers.

D. L. Harris, President, Springfield; Seth Hunt, Clerk and Treasurer, Northampton; John Mulligan, Superintendent, Springfield; H. E. Howard, General Freight Agent, Springfield; F. D. Heywood, General Ticket Agent, Springfield; George E. Frink, Cashier, Springfield.

Proper Address for the Company.

CONNECTICUT RIVER RAILROAD COMPANY, SPRINGFIELD, MASS.

REPORT

OF THE

DANVERS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased to and operated by the Boston & Maine Railroad, and the receipts, expenditures, &c., are included in the report of that road.]

Capital Stock, Debts, &c. CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$100,000 00	
2. Capital stock authorized by votes of company,	-	_
3. Capital stock issued (number of shares,),		
amount paid in,	-	-
4. Capital stock paid in on shares not issued (number of shares,),	_	_
5. Capital stock, total amount paid in,		\$67,500 00
6. Capital stock paid in per mile of road owned		- ,
by company,	7,290 20	
7. Capital stock paid in, proportion for Massachusetts,*.	All.	
DEBT.		
14. Total amount of funded debt,		150,000 00
15. Unfunded debt, incurred for construction, equip-	22.27.2	-
ment or purchase of property,†	26,956 02	
cept the \$150,000 as above stated.]		
20. Proportion of same for Massachusetts,*	All.	
21. Proportion of same per mile of road,	16,200 45	
22. Contingent liabilities as guaranter of bonds or debts of other corporations, specifying same,	_	_
debts of other corporations, specifying same,	_	-
CASH REALIZED, &C.		
23. Total cash realized from capital and debt in-		
curred for construction, equipment, &c.,	244,456 02	
24. Total amount of income which has been ex-		
pended (in addition to funds derived from capital and debt) in construction, equip-		
ment and purchase of property,	_	_
25. Total means applied to construction,		_
EQUIPMENT AND PURCHASE OF PROPERTY, . 26. Proportion of above for Massachusetts,*	A11.	244,456 02
eo. I roportion or above for massachusetts,"	AII.	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

[†] This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

Unless some very good reason exists to the contrary, this proportion should be for the miles
of road in this State compared with the whole. If made on a different basis, please state the
reasons therefor.

† Length in all cases to be given in miles and decimals.

Length of main line of road in Massachusetts,	All.
3. Length of line with track laid, if road is not	
completed,	
4. Length of double track on main line	None.
5. Branches owned by company,	None.
10. Total length of road belonging to this company,	9.259 miles.
11. Aggregate length of sidings and other tracks	
not above enumerated,	
12. Same in Massachusetts,	
13. Aggregate length of tracks belonging to this	
company, computed as single track,	9.259 miles.
14. Same in Massachusetts.	9.259 miles.
	2.202 IIIIO
[All other items of description included in	
report of Boston & Maine R. R.]	

NOTE.—This road is leased to the Boston & Maine Railroad, and its doings during the year, and its income and expenditures are included in the report of that road, its business being so intimately connected, that separate accounts have not been kept.

NATHANIEL G. WHITE,
GEORGE C. LORD,
JOHN FELT OSGOOD,
NAT'L J. BRADLEE,
AMOS PAUL,
WM. S. STEVENS,
JAMES R. NICHOLS,
Directors of the Danvers Railroad Company.

SUFFOLK, ss. November 4, 1874. Then personally appeared Nathaniel G. White, George C. Lord, John Felt Osgood, Nathaniel J. Bradlee, Amos Paul, William S. Stevens, James R. Nichols, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. P. JUDD, Justice of the Peace.

Name and Residence of Officers.

Nathaniel G. White, Lawrence, President; James T. Furber, Lawrence, General Superintendent; Amos Blanchard, Lowell, Treasurer.

[Address of all the above officers is at Boston, Mass.]

Proper Address for the Company.

DANVERS RAILROAD COMPANY (care of Boston & Maine Railroad), BOSTON, MASS.

REPORT

OF THE

DORCHESTER & MILTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[This road is substantially owned by the Old Colony R. R. Co., and the receipts, expenditures, &c., are included in the report of that road.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$130,000 00	
2. Capital stock authorized by votes of company,	733 shares.	
3. Capital stock issued (number of shares, 733);	~~ 0.40 00	
amount paid in,	73,340 00	
4. Capital stock paid in on shares not issued (num-		
ber of shares,),	-	\$73,340 00
6. Capital stock paid in per mile of road owned		\$73,340 UU
by company,	22,566 16	
7. Capital stock paid in, proportion for Massachu-	22,000 10	
setts,*	73,340 00	
8. Capital stock, number of shares issued not en-	•	
titled to dividends,	-	-
9. Par value of shares, \$100; (the average price		
at which shares were sold,).		-
0. Number of stockholders,	50	
1. Amount of stock held in Massachusetts,	733 shares.	
2. Number of stockholders in Massachusetts,	50	
DEBT.		
18. Total debt liabilities,		58,448 07
9. Amount of debt liabilities after deducting cash,		•
sinking funds in hands of trustees, and such		
securities and debt balances as do not repre-		
sent permanent investments,	FO 440 00	58,448 07
20. Proportion of same for Massachusetts,*	58,448 07	
21. Proportion of same per mile of road,	17,984 02	
22. Contingent liabilities as guaranter of bonds or debts of other corporations, specifying same,	_	
debts of other corporations, speenying same,	_	_
CASH REALIZED, &C.		
3. Total cash realized from capital and debt in-		
curred for construction, equipment, &c., .	131,788 07	
24. Total amount of income which has been ex-		_
pended (in addition to funds derived from		•
capital and debts) in construction, equip-	4 504 80	
ment and purchase of property,	4,584 70	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

\$136,372 77	7	\$136,372 77	25. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY, . 26. Proportion of above for Massachusetta,*
			Cost of Road, Equipment, and Property.
			CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.
	0	\$40,724 80	1. Grading and masonry,
		6,209 02	2. Bridging,
		30,051 73	3. Superstructure, including rails,
		32,654 06	4. Land, land damages and fences,
	•	00,001 00	5. Passenger and freight stations, wood-sheds and
	Q	11,508 69	water stations
	•	11,000 00	6. Engine-houses, car-sheds and turn-tables.
_		_	7. Machine shops,
_		_	8. Interest paid during construction, discount, &c.
_		_	9. Engineering, agencies, salaries and other ex-
	~	15,224 47	penses during construction.
4196 970 7 7	•	10,224 4/	10. Total expended for construction,
\$136,372 77			11. Average cost of construction per mile of road
	_	41 040 OF	
	Ð	41,960 85	built by company,
			12. Same per mile of single track built by company,
-		-	not including sidings,
		40.4000 000	13. Proportion of cost of construction for Massa-
	7	136,372 77	chusetts,*
			Equipment.
			· [None.]
			PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS. [None.]
			32. Whole amount of permanent invest-
136,372 77			MENTS,
200,012	~	136,372 77	33. Proportion for Massachusetts.

Expenditures Charged to Capital Account during the Year.

[Included in report of Old Colony R. R. Co.]

Revenue and Expenses of Operating for the Year.

[Included in report of Old Colony R. R. Co.]

General Balance Sheet at Closing of Accounts, September 30, 1874.

[Included in report of Old Colony R. R. Co.]

All the accounts of this road appear as part of Old Colony R. R., but it is not yet legally consolidated with it.—Com.

Description of Road. 1. Date when the road or portions thereof were opened for public use:— From Dorchester to Milton, Dec., 1847.

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

- Length of main line of road in Massachusetts,

 10. Total length of road belonging to this company,
 [All other items of description included in report of Old Colony R. R.]

3.25 miles. 3.25 miles.

3.25 miles.

* Length in all cases to be given in miles and decimals.

ONSLOW STEARNS, FRANCIS B. HAYES, BENJ'N FINCH, URIEL CROCKER,

Directors of the Dorchester & Milton Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, 88. November 4, 1874. Then personally appeared Onslow Stearns, Francis B. Hayes, Benjamin Finch, Uriel Crocker, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN M. WASHBURN, Justice of the Peace.

Name and Residence of Officers,

Onslow Stearns, President, Boston; John M. Washburn, Treasurer, Boston.

Proper Address for the Company.

DORCHESTER & MILTON RAILROAD COMPANY, BOSTON, MASS. (P. O. Box, 5,063.)

OF THE

DUXBURY & COHASSET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated by the Old Colony R. R. Co., but not included in report of that company.]

Capital Stock, Debts, &c.		
Capital Stock.		
 Capital stock authorized by charter, Capital stock authorized by votes of company, 	\$450,000 00 390;000 00	
3. Capital stock issued (number of shares, 3,900); amount paid in, 4. Capital stock paid in on shares not issued (num-	390,000 00	
ber of shares,),	-	\$390,000 00
by company, 7. Capital stock paid in, proportion for Massachu-	18,740 98	
8. Capital stock, number of shares issued not entitled to dividends,	390,000 00	_
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).	_	
10. Number of stockholders,	5 390,000 00	
12. Number of stockholders in Massachusetts,	5	
Debt.		
13. Funded debt as follows,— 1st mortgage note, due Nov. 25, 1876, rate of interest, 7 per cent.,	36,937 50	
1st mortgage note, due , rate of interest, 7 per cent.,	30,000 00	
14. Total amount of funded debt,	·	66,937 50
ment or purchase of property,† 16. Unfunded debt incurred for any other purpose, and for what,	None. None.	
17. Other debts—current credit balances, &c.,	2,843 20	
18. Total debt liabilities, 19. Amount of debt habilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not repre-	.,	69,780 70
sent permanent investments,	63,475 46	

Unless some very good reason exists to the contrary, this proportion should be for the miles
of road in this State compared with the whole. If made on a different basis, please state the
reasons therefor.

reasons therefor.

† This item is not to include balance due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

20. Proportion of same for Massachusetts,*	\$63,47 5 46	
21. Proportion of same per mile of road,	3,050 24	
22. Contingent liabilities as guarantor of bonds or	·	
debts of other corporations, specifying same,	_	-
Corr Province & a		
CASH REALIZED, &c. 23. Total cash realized from capital, and debt in-		
	456,937 50	
curred for construction, equipment, &c.,	400,501 00	
24. Total amount of income which has been ex-		
pended (in addition to funds derived from		
capital and debts) in construction, equip-		
ment and purchase of property,	None.	
25. Total means applied to construction,		A
EQUIPMENT, AND PURCHASE OF PROPERTY, .		\$452,377 9
26. Proportion of above for Massachusetts,*	452,377 94	
Cost of Road, Equipment, and Property.		
Construction of Road and Branches built by		
Company.		
1. Grading and masonry,	\$177,200 15	
2. Bridging,	21,435 51	
3. Superstructure, including rails,	159,541 78	
4. Land, land damages and fences,	48,843 80	
5. Passenger and freight stations, wood-sheds and	10,010 00	
water stations,	22,084 63	
6. Engine-houses, car-sheds and turn-tables,	8,465 07	
7. Machine shops,		_
8. Interest paid during construction, discount, &c.,	_	_
9. Engineering, agencies, salaries and other ex-	_	_
penses during construction,	13,210 21	
[Telegraph],	1,596 79	A450 999 04
10. Total expended for construction,		\$452,377 94
11. Average cost of construction per mile of road	01 700 40	
built by company,	21,738 48	
12. Same per mile of single track built by com-	01 800 40	
pany, not including sidings,	21,738 48	
13. Proportion of cost of construction for Massa-		
chusetts,*	452,377 94	
EQUIPMENT.		
[None.]		
D D D		
PROPERTY PURCHASED AND ON HAND, NOT IN-		
CLUDED IN THE FOREGOING ACCOUNTS.		
[None.]		
32. Whole amount of permanent invest-		
	459 227 04	
MENTS,	452,377 94	
	452,377 94	4EQ 000 44
34. Total property and assets of the company,		458,683 18
35. Amount of sinking and contingent funds and		
	-	_
their purpose,		
	No Veer	
Expenditures Charged to Capital Account during the	ne Year.	AF 0.000 =:
Expenditures Charged to Capital Account during the 1. Main line, extension or alteration of road,		\$ 58 ,996 7 1
Expenditures Charged to Capital Account during the 1. Main line, extension or alteration of road, 2. Branches, extension or alteration of road, specifically account to the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the co		\$58,996_71
Expenditures Charged to Capital Account during the 1. Main line, extension or alteration of road, 2. Branches, extension or alteration of road, specifically appears to the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the co		
Expenditures Charged to Capital Account during the 1. Main line, extension or alteration of road, 2. Branches, extension or alteration of road, specifically account to the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the co		\$58,996 71 - - 4,850 42 63,847 13

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

17. Property sold and credited capital account,	\$63,847 13
Revenue for the Year.	
1. Receipts from local passengers on roads operated by this	\$0.400.40
company, 2. Receipts from passengers from and to other roads over roads	\$ 3,423 46
operated by this company, 3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	27,951 31
4. Receipts for express,	1,288 20
5. Receipts for mails, 6. Total receipts from passenger department,	32,662 97
7. Receipts from local freight on roads operated by this company,	186 23
8. Receipts from freight from and to other roads over roads operated by this company,	6,519 96
9. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
10. Total receipts from freight department,	6,706 19
11. Receipts as rents for use of road and equipment, when leased,	-
12. TOTAL EARNINGS, 13. Per mile of road operated, \$1,891 84	39,369 16
14. Per mile of road operated,—computed as single track, not including sidings, 1,891 84	
15. Per train mile, 1.048 16. Proportion for Massachusetts, 39,369 16	
20. TOTAL INCOME,	39,369 16
21. Percentage to capital stock and debt, 8.68+ 22. Percentage to means applied to construction, equipment, &c., 8.70+	•
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
 Repairs of road, exclusive of bridges and new rails,* New iron rails, deducting old rails sold (number of miles, 	\$8, 553 94
; weight per yard, 56 lbs),*	508 65
3. Steel rails, deducting old rails sold (number of miles, ; weight per yard, lbs.),	_
4. Repairs of bridges,	28 77 431 04
6. Repairs of and additions to machine-shops and machinery, . 7. Repairs of fences, road crossings, and signs,	
8. TOTAL,	9,522 40
10. Proportion of same to freight department, † . 1,622 62	
11. Of the above total there was expended for other than ordinary repairs,	3
CLASS 2.—General Traffic Expenses.	
1. Taxes, State and local,	-
braced in Chasses 3 and 4,	823 91
set by engines,	225 00
4. Repairs of locomotives, 9. Fuel—9‡ cords of wood, cost \$51.25; 445 249-2240 tons of	5,785 02
coal, cost \$3,992.65,	4,043_90

[•] Including labor and materials in new sidings.

† Computed on gross receipts from passenger and freight departments.

11. Oil and waste,	\$ 78 85
12. Switchmen, watchmen, flag and signal men,	458 37
13. Telegraph expenses,	26 65
14. TOTAL,	11,441 70
15. Proportion belonging to passenger department,* \$9,492 03	,
16. Proportion belonging to freight department,* 1,949 67	
CLASS 3.—Passenger-Train Expenses.	
1. Repairs of passenger, mail and baggage cars,	6,003 27
2. New passenger, mail and baggage cars (charged to operat-	•
ing expenses),	-
3. Damages and gratuities, passenger,	-
4. Salaries, wages and incidentals of passenger department, .	6,596 30
5. Amount paid other corporations or individuals not operating	
roads, for use of passenger cars, and repairs of same,	10 500 56
6. TOTAL,	12,599 57
CLASS 4.—Freight-Train Expenses.	
1. Repairs of freight cars,	1,399 44
2. New freight cars charged to operating expenses,	
3. Damages and gratuities, freight,	100 00
4. Salaries, wages and incidentals of freight department, .	1,747 64
5. Paid corporations or individuals not operating roads for use	•
of freight cars,	-
6. TOTAL,	3,247 08
7. Total expenses of operating the road, embraced in	
CLASSES 1, 2, 3, 4,	36,810 75
8. Per mile of the road operated,	
9. Per mile of single track operated, not including	
sidings,	
10. Per train mile,	
11. Proportion for miles operated in Massachusetts, 36,810 75 12. Percentage of operating expenses to gross income, 935	
Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$2,558 41
3. Net income above operating expenses and amount paid for rent	0.000 44
of roads,	2,558 41
4. Percentage of same to capital stock and debt,0056+	
5. Percentage to total means applied to construction, equipment. &c	
equipment, &c.,	3,406 02
7. Dividends declared, per cent. for the year, amount,	0,400 02
8. Date of last dividend declared,	_
9. Balance for the year or deficit,	847 61
10. Deficit at commencement of the year,	2,786 41
11. Total deficit,	3,634 02
12. Paid to sinking funds in hands of trustees,	· -
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. Total receipts from passenger department, as per "Rev- enue for the Year," No. 6,	\$ 20 660 07
2. (Total receipts per train mile, \$1.070.)	\$ 32,662 97
3. Expenses, proportion of "Maintenance of Way and Build-	
ings," as per Glass 1, No. 9,	7,899 78
4. Expenses, proportion of "General-Traffic Expenses," as per	1,555 10
Class 2, No. 15,	9,492 03
5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	12,599 57
6. Total expenses,	29,991 38
7. (Total expenses per train mile, \$0.982+.)	·
8. Net earnings,	*0 CW4 FA
O. HEI BARNINGS,	2,671 59
9. (Net earnings per train mile, \$0.088.)	2,671 59

[•] Computed on gross receipts from passenger and freight departments.

† As the Pullman, Wagner or other drawing-room and aleeping-cars.

ì

1. TOTAL RECE for the Ye 2. (Total recei 3. Expenses, p ings," as p 4. Expenses, p Class 2. N 5. Expenses, 6. TOTAL EXPI 7. (Total expenses, NET LOSS, 9. (Net loss penses)	ear,"] pts per per Cl propor [o. 16, Freign ENSES	No. 1 er tra rtion lass 1 rtion ht-T	io, sin r of l, No of rain	nile, "Ma 10, "Gen Expen	\$0.99 inteneral- eral- 1868,"	6.) ance Traffi as p	of V	Vay pons	and . 	Build-		\$6,706 19 1,622 62 1,949 67 3,247 08 6,819 37 113 18
General	Balan	oo 81	hoot	at Clo	sing D		000117	te, f	epten	aber 8	10, 1	.874.
Construction,							•		•	•		\$452,377 94
Cash,				•		•	•	•				4,886 75
Agents' departm	aent,	•	•		•		•	•		•		1,418 49
Deficit,	•	•	•	•	•	•	•		•	•	•	3,634 02
					_						•	\$462,317 20
					C	R.			***	مدم	•	
Capital stock,	•	•	•	•	•	•	•	•	-	0,000		•
Bills payable,	٠.	. •	. •	٠.	•	•	•	•.	6	6,937		
Town of Duxbu						•	•	•	•	461		
Town of Marsh		nter	est a	ccou	nt,	•	•	•		65		
Connecting line		. •	•	•	•	•	•	•		2,317		
Interest on inst	aimei	1T8,	•	•	•	•	•	•		2,536		\$462,317 20
1. Date when opened for	the r	road olic r	or p	_	ns tl			- 1				
From Cohas South	set, 1	fass.	, to 8	buth	Scit	uate,	Mas	s.,	Jun	e 19,	1871	.•
South	Scitu	ıate,	Mas	s., to	Mar	shfie	d, "	:	Jul	y 31,	1871	•
Marsh South	neia,	Mas	8.,_to	Sou	աթ	uxbu	гу, 🗀		Aug	. 21, e 21,	1874 1874	• •
2. Length of	nain	line	of	oad		8000	-,		- uii	~ ~1 ,		•
Mass., to Length of n In other S	Kings nain l	ston, line (Mas	s.],*	•	•				1 mile 1 mile		_
3. Length of l	ine w	rith	tracl	c laid	l, if	road	is n	ot				
completed 4. Length of d		tro	nk or	mei	n lin		. •	•	Non Non			
5. Branches ov						٠,	:		Non			
6. Total length	of b	ranc	hes c	wne	d by	comp	any,	, .			1	None.
7. Total lengtl	ı of	bran	ches	own	ed b	y co	mpa	ny	N	_		
in Massac 8. Total length			hes o	wne.	l bv	comr	anv	in	Non	u.		
							•		Non	e.		
other Sta		. trac	sk or	brai	nche	١, .	•		Non	e.		
9. Length of d											_	
9. Length of d 10. Total length	of ro	ad b	elon	ging t	to th						2	20.81 miles.
9. Length of d	of ro ength	oad b 1 of	elon; sidin	ging t	to th				1.26	mile	-	20.81 miles.

13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, (Weights per yard, lbs.) 16. Total length of steel-top rails in tracks belonging to this company, (Weights per yard, lbs.) 17. Number of spans of bridges of 25 feet and upwards, 18. Number of iron bridges (ag. length, ft.,), 19. Number of wooden bridges (ag. length, ft., 2,323), 20. Bridges built within the year, 21. Number of crossings of highways at grade, 22. Number of crossings of highways over railroad, 23. Number of crossings of highways under railroad, 24. Number of highway bridges less than 18 feet above track, 25. Number of highway bridges less than 18 feet above track, 26. Number of crossings at which gates or flagmen are maintained, 27. Number of railroad crossings at grade, specifying each, 29. Number of railroad crossings over other railroads, specifying each, 20. Number of railroad crossings under other railroads, specifying each, 20. Number of railroad crossings under other railroads, specifying each, 20. Number of railroad crossings under other railroads, specifying each,	22.07 miles. 22.07 miles. None. None. 2 None. 7 None. 23 None. None. None. None. None. None. None. None. None.
TRACT. [None.] 35. Total miles of road operated by this company, 36. Total miles of road operated by this company in Massachusetts,	20.81 miles. 20.81 miles. 14 14 17.50 miles. 17.50 miles. 4 4
[Furnished by the South Shore R	. R. Co.]
Mileage, Traffic, &c. 1. Miles run by passenger trains, 2. Rate of speed of express passenger trains, including stops,	30,516 None run.

Jan.

118.496

9,219

give the rate on such basis.

3. Rate of speed of accommodation trains, includ-	10 11
ing stops,	19 miles per hour.
. Miles run by freight trains,	6,742
ing stops,	None run.
Rate of speed of accommodation freight trains,	None run.
including stops,	11 miles per hour.
7. Miles run by other trains, and for what pur-	
pose [gravel, &c.],	319
3. Total train miles run,	37,577
O. Number of through passengers (whole length	•
of road),	4,923
Number of local passengers (over part of road),	113,573
l. Total number of passengers carried,	118,496
2. Total passenger mileage, or passengers carried	000.004
one mile,	963,074
3. Passenger mileage to and from other roads, . 4. Number of tons carried.	869,855 8,211
5. Total freight mileage, or tons carried one mile,	85,455
6. Freight mileage to and from other roads.	83,480
7. Highest rate of fare per mile, for any distance,	8 cents.
8. Lowest rate of fare per mile, for any distance	0 002101
(single fare).	3.7 cents.
9. Average rate of fare per mile (not including	
season tickets) received from passengers on	
roads operated by this company,	3.6 cents.
O. Average rate of fare per mile received from	i
passengers to and from other roads,*	3.2 cents.
1. Average rate of fare per mile for season-ticket	
passengers, reckoning one round trip per	10
day to each ticket,† 2. Average rate of fare per mile for all passengers,	1.2 cents. 3.2 cents.
3. Highest rate of freight per ton per mile, for	3.2 Cents.
any distance,	331 cents.
4. Lowest rate of freight per ton per mile, for any	oog centas.
distance,	2.74 cents
5. Average rate of freight per ton per mile on	
roads operated by this company,	7.12 cents.
6. Average rate of freight per ton per mile to and	l
from other roads,*	5.8 cents.

4. Total season-ticket passengers (round trip), . After deducting all allowances for tolls or use of cars, &c. If season or commutation tickets are sold on a basis of less than one round trip per day,

Classification of Business. Passengers.

3. Passengers travelling only within this State, .

FREIGHT IN TONS.

[8,211 tons were carried during the year, mostly general merchandise. There were not any large amounts of coal, lumber, &c., transported over this road.]

List of Accidents in Massachusetts.

[None.]

ONSLOW STEARNS, N. H. WHITING, S. N. GIFFORD, J. O. COLE, GEO. O. BRASTOW, ROYAL W. TURNER, URIEL CROCKER,

Directors of the Duxbury & Cohasset Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, 88. November 4, 1874. Then personally appeared Onslow Stearns, N. H. Whiting, S. N. Gifford, J. O. Cole, George O. Brastow, Royal W. Turner, Uriel Crocker, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN M. WASHBURN, Justice of the Peace.

Name and Regidence of Officers.

Onslow Stearns, President, Boston; James R. Kendrick, Superintendent, Boston; John M. Washburn, Treasurer, Boston; S. N. Gifford, Clerk, Duxbury.

Proper Address of the Company.

DUXBURY & COHASSET RAILROAD COMPANY, Boston, Mass. (P. O. Box, 5,063.)

OF THE

EASTERN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

	······································
Capital Stock, Debts, &c.	
- · · · · · · · · · · · · · · · · · · ·	
CAPITAL STOCK.	A 0.010.000.00
1. Capital stock authorized by charter,	\$8,310,000 00
2. Capital stock authorized by votes of company,	8,310,000 00
3. Capital stock issued (number of shares,),	
amount paid in, a	4,997,600 00
4. Capital stock paid in on shares not issued (num-	
ber of shares,),	
5. Capital stock, total amount paid in,	\$4,997,60 0 00
6. Capital stock paid in per mile of road owned	
by company,	42,357 57
7. Capital stock paid in, proportion for Massachu-	•
setts,	4,997,600 00
8. Capital stock, number of shares issued not en-	•
titled to dividends,	
9. Par value of shares, (the average price	
at which shares were sold,).	
0. Number of stockholders,	3,020
 Amount of stock held in Massachusetts, 	4,224,700 00
2. Number of stockholders in Massachusetts,	2,346
D	•
DEBT.	
3. Funded debt as follows:—	
1st Essex R. R. mortgage bonds, due 1876,	104 400 00
rate of interest, 6 per cent.,	194,400 00
Bonds due at various dates, rate of interest,	0.470.400.00
6 and 7 per cent.,	9,472,400 00
3d mortgage bonds, due , rate of	
interest, per cent.,	An are one or
4. Total amount of funded debt,	. \$ 9,666,800 00
5. Unfunded debt, incurred for construction, equip-	41 400 804 11 '
ment or purchase of property,*	\$ 1,426,734 11
6. Unfunded debt incurred for any other purpose,	
and for what,	1 001 810 00
7. Other debts—current credit balances, &c., .	1,231,718 66
·	2,658,452 77
8. Total debt liabilities,	\$12,325,252 77
9. Amount of debt liabilities after deducting cash,	\$12,000,000 T
sinking funds in hands of trustees, and such	
securities and debit balances as do not repre-	
sent permanent investments,	11,138,682 40 b
som permanent investments,	11,130,002 40 y
* This item is not to include balances due other roads, unclai	med dividends or envilling con-
ected with the ordinary operations of the road. It refers only	to debts incurred for permanent
vestments.	
a Capital stock of Eastern Railroad, New Hampshire (\$492,0	
b Net debt per returns of 1878,	
(then treated as a cash asset, but since transferred to constru	ction account).
dd other items improperly treated as cash assets, and used to re	duce the gross debt, 946,238 21
and the net debt, computed on the same basis as the net debt of	1874, is
howing the actual increase of net debt during the year, \$2,438,4	

0. Proportion of same for Massachusetts,	\$9,774,295 82,842		
2. Contingent liabilities as guarantor of bonds or			
debts of other corporations, specifying same,	1,000,000	00	
CASH REALIZED, &C.			
3. Total cash realized from capital, and debt in- curred for construction, equipment, &c.,	16,106,538	11	
4. Total amount of income which has been ex-	20,200,000		
pended (in addition to funds derived from			
capital and debts) in construction, equip-			
ment and purchase of property,	_		-
5. TOTAL MEANS APPLIED TO CONSTRUCTION,			
EQUIPMENT AND PURCHASE OF PROPERTY, .			,106,538
6. Proportion of above for Massachusetts,	6,898,430	27	
Cost of Road, Equipment, and Property.			
COMPANY.	•		
1. Grading and masonry,	\$1,736,525		
2. Bridging,	1,461,576		
3. Superstructure, including rails,	2,970,395 2,925,313		
4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and	2,020,010	40	
water stations,	1,572,330	17	
6. Engine houses, car-sheds and turn-tables,	298,570		
7. Machine shops,	330,925		
8. Interest paid during construction, discount, &c.	164,916		
9. Engineering, agencies, salaries and other ex-	•		
penses during construction,	252,542		~
0. Total expended for construction, a		\$11,	713,095 (
1. Average cost of construction per mile of road	00 202	• 30	
built by company in Massachusetts,	92,303	39	
not including sidings in Massachusetts,	71,562	40	
3. Proportion of cost of construction for Massa-	11,002	40	
chusetts,*	10,890,508	33	
EQUIPMENT.	• •		
4. Locomotives (number, 95),	964,608	51	
5. Snow-plows on wheels (number, 27),	16,049		
6. Passenger, mail and baggage cars (number, 179),	701,980		
7. Freight and other cars (number, 1,234),	660,426		
8. Machinery and tools [included in No. 7, above].		_	
9. Total for equipment,		2,	343,064
0. Average cost of equipment per mile of road op-	0.000	~ .	
erated by company,	8, 309		
·	1,003,534	4.6	
ROPERTY PURCHASED AND ON HAND, NOT IN-			
CLUDED IN THE FOREGOING ACCOUNTS.			
2. branch, original cost,			
purchased for	-		-
purchased for	551,300	00	
Stock of Pullman P. C. Co., 390 shares, pur-	002,000	•	
chased for	39,000	00	
chased for . Stock of Wolfboro R. R. Co., 3,379 shares, pur-	20* 000	00	
chased for	337,900	w	
a Including amount avounded in construction of other	wie		
a Including amount expended in construction of other roads, astern New Hampshire, 16 miles long,	VIZ. :		\$388,161
ortland, Saco & Portsmouth R. R., 51 miles long,			484,425

24. Bonds of P., G. F. & C. R. R., nominal amount,	.00
, purchased for	00
27. Investments in transportation lines, nominal	-
amount, , purchased for	-
business of the road),	\$2,050,378 98
of equipment),	70
33. Proportion for Massachusetts, 14,192,653	
34. Total property and assets of the company,	17,550,407 99
35. Amount of sinking and contingent funds, and their purpose,	<u>-</u>
Expenditures Charged to Capital Account during the Year.	
1. Main line, extension or alteration of road,	\$1,477,218 03
2. Branches, extension or alteration of road, specifying each, .	244,791 60
3. Double track extension,	1 000 700 61
4. Land, . 5. Passenger and freight stations, wood-sheds and water stations	1,893,799 61 624,508 93
6. Engine-houses, car-sheds, and turn-tables,	68,460.50
7. New locomotives,	134,122 90
8. New snow-plows, 9. New passenger cars,	2,045 93 80,579 03
10. New mail and baggage cars,	1,200 00
11. New freight cars,	61,109 76
12. Machine-shops, machinery and tools, 13. Purchase of other roads, specifying what,	3,284_05
14. Subscriptions or loans to other roads, specifying what,	<u> </u>
15. Any other expenditures charged to capital account, specify-	•
ing same:— P., G. F. & C. R. R. stock,	1
Wolfborough R. R. stock, 337,900 00)
	- 721,000 00
16. TOTAL,	\$5,312,120 34
17. Property sold and credited capital account :-	' '
P., G. F. & C. R. R. bonds sold, \$99,885 51 Portsmouth Bridge stock (carried from bridge	
account to construction account), 32,000 00 Land in Massachusetts (carried from land	
account to construction account), 730,264 69	
	- 862,150 20
18. Net addition to capital account for the year, a	\$4,449,970 14
Revenue for the Year.	
1. Receipts from local passengers on roads operated by this company,	\$1,625,718 29
2. Receipts from passengers from and to other roads over roads operated by this company,	
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	
4. Receipts for express,	72,307 96
5. Receipts for mails,	41,287 34
6. Total receipts from passenger department,	1,885,971 41
pany,	700,026 40

a Includes advances to other roads, \$1,403,248.71, which item was treated as a cash asset in the returns of 1873.

8. Receipts from freight from and to other roads over roads	
operated by this company,	\$ 332,953 31
9. Receipts from freight over other roads as tolls, or for use of cars of this company,	21,557 54
10. Total receipts from freight department,	1,054,537 25
11. Receipts as rents for use of road and equipment, when leased,	31,305 92
12. Total Earnings,	2,971,814 58
13. Per mile of road operated, \$10,539 62	.,,
14. Per mile of road operated,—computed as single track, not including sidings, 9,238 93	
15. Per train mile, 1.29	
16. Proportion for Massachusetts, 1,272,828 18	
17. Income from other roads,	-
18. Income from rent of property other than road and equipment, specifying same	10,804 99
19. Income from all other sources (including accretions from	,
sinking funds, investments in stocks, bonds, steamboat property, transportation lines, &c., specifying same):—	
Pullman Palace Car Company,	4,680 00
20. TOTAL INCOME,	2,987,299 57
21. Percentage to capital stock and debt, 18.51	,,
22. Percentage to means applied to construction,	
equipment, &c.,	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
 Repairs of road, exclusive of bridges and new rails,* . New iron rails, deducting old rails sold, (number of miles, 	\$ 235,604 31
, weight per yard,),*	7,903 76
3. Steel rails, deducting old rails sold, (number of miles,	.,
weight per yard),	37,273 04
4. Repairs of bridges,	22,106 99
5. Repairs of buildings and fixtures (station),	17,323 80
6. Repairs of and additions to machine-shops and machinery,	7,767. 14
7. Repairs of fences, road crossings and signs,	19,602 43
8. TOTAL,	347,581 47
9. Proportion of same to passenger department, † \$222,938 75	
10. Proportion of same to freight department, † . 124,642 72	
11. Of the above total there was expended for other than ordinary repairs,	_
nury repairs,	
CLASS 2.—General Traffic Expenses.	
1. Taxes, State and local,	29,696 59
2. General salaries, office expenses and miscellaneous, not em-	22 22 2
braced in Classes 3 and 4,	80,896 05
3. Insurance premiums and losses by fire and damages for fires	F 400 00
set by engines,	5,486 00
4. Repairs of locomotives,	136,336 31
6. New locomotives (charged to operating expenses),	_
7. New snow-plows (charged to operating expenses),	_
8. Removing ice and snow,	3,584 85
9. Fuel-17,918 cords of wood, cost \$105,707.20; 39,676 tons of	0,000
coal, cost \$289,298.89,	395,006 09
10. Water,	90.514.20
11. Oil and waste,	20,514 30
12. Switchmen, watchmen, flag and signal men, \ Included in \ 13. Telegraph expenses, \ Class 3 & 4. \	
14. Total,	671,520 19

Including labor and materials in new sidings.
 Computed on gross receipts from passenger and freight departments.

15. Proportion belonging to passenger department,* \$430,713 05 16. Proportion belonging to freight department,* 240,807 14	
Cr. 155 2 Danson am Tugin Vanances	
CLASS 3.—Passenger-Train Expenses. 1. Repairs of passenger, mail and baggage cars, 2. New passenger, mail and baggage cars (charged to operat-	\$125,417 09
ing expenses),	10 916 01
 Damages and gratuities, passenger, Salaries, wages and incidentals of passenger department, Amount paid other corporations or individuals not operating 	19,316 21 506,731 88
roads, for use of passenger cars, and repairs of same, † . 6. Total,	651,465 18
CIASS 4.—Freight-Train Expenses. 1. Repairs of freight cars, 2. Note finish cars charged to operating expenses.	44,683_45
2. New freight cars charged to operating expenses,	10,401 04
3. Damages and gratuities, freight,	273,330 30
5. Paid corporations or individuals not operating roads for use of freight cars,	_
6. TOTAL,	328,414 79
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	1,998,981 63
8. Per mile of the road operated,	
ing sidings, 6,214 54	ì
10. Per train mile,	
11. Proportion for Massachusetts, 856,163 87	
12. Percentage of expenses to income,	
Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$000 91% O4
2. Amount paid other companies as rent for use of road, speci-	\$968,317 94
2. Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed,	-
 Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. Net income above operating expenses and amount paid for rent of roads, 	988,317 94
 Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. Net income above operating expenses and amount paid for rent of roads, Percentage of same to capital stock and debt, 6.12 	-
 Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. Net income above operating expenses and amount paid for rent of roads. Percentage of same to capital stock and debt, 6.12 Percentage to total means applied to construction, 	-
 Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. Net income above operating expenses and amount paid for rent of roads, Percentage of same to capital stock and debt, 6.12 	-
 Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. Net income above operating expenses and amount paid for rent of roads, Percentage of same to capital stock and debt, Percentage to total means applied to construction, equipment, &c., Paid for interest, Dividends declared, per cent for the year amount, 	- 988,317 94
 Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. Net income above operating expenses and amount paid for rent of roads. Percentage of same to capital stock and debt, 6.12 Percentage to total means applied to construction, equipment, &c., 6.136 	988,317 94 753,330 53 July, 1873.
 Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. Net income above operating expenses and amount paid for rent of roads. Percentage of same to capital stock and debt, 6.12 Percentage to total means applied to construction, equipment, &c., 6.136 Paid for interest, 7. Dividends declared, per cent for the year, amount, 8. Date of last dividend declared, 9. Balance for the year, or surplus. 	988,317 94 753,330 53
 Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. Net income above operating expenses and amount paid for rent of roads. Percentage of same to capital stock and debt, 6.12 Percentage to total means applied to construction, equipment, &c., 6.136 Paid for interest, 7. Dividends declared, per cent for the year, amount, 8. Date of last dividend declared, 9. Balance for the year, or surplus, 10. Surplus at commencement of the year, \$308,198.29; in- 	988,317 94 753,330 53 July, 1873, 234,987 41
 Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. Net income above operating expenses and amount paid for rent of roads. Percentage of same to capital stock and debt, 6.12 Percentage to total means applied to construction, equipment, &c., 6.136 Paid for interest, 7. Dividends declared, per cent for the year, amount, 8. Date of last dividend declared, 9. Balance for the year, or surplus. 	988,317 94 753,330 53 July, 1873.
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 Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. Net income above operating expenses and amount paid for rent of roads. Percentage of same to capital stock and debt, 6.12 Percentage to total means applied to construction, equipment, &c., 6.136 Paid for interest, 7. Dividends declared, per cent for the year, amount, 8. Date of last dividend declared, 9. Balance for the year, or surplus, 10. Surplus at commencement of the year, \$308,198.29; in- 	988,317 94 753,330 53 July, 1873, 234,987 41
 Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. Net income above operating expenses and amount paid for rent of roads. Percentage of same to capital stock and debt, 6.12 Percentage to total means applied to construction, equipment, &c., 6.136 Paid for interest, 6.136 Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year, or surplus, 10. Surplus at commencement of the year, \$308,198.29; increased, \$284,015.55,a 	988,317 94 753,330 53 July, 1873, 234,967 41 592,213 84
 Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. Net income above operating expenses and amount paid for rent of roads. Percentage of same to capital stock and debt, 6.12 Percentage to total means applied to construction, equipment, &c., 6.136 Paid for interest, 6.136 Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year, or surplus, 10. Surplus at commencement of the year, \$308,198.29; increased, \$234,015.55,a Deduct Revere disaster and fire losses, b 	988,317 94 753,330 53 July, 1873, 234,967 41 592,213 84 \$927,201 25 599,646 03 \$227,555 22
 Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. Net income above operating expenses and amount paid for rent of roads. Percentage of same to capital stock and debt, 6.12 Percentage to total means applied to construction, equipment, &c., 6.136 Paid for interest, 6.136 Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year, or surplus, 10. Surplus at commencement of the year, \$308,198.29; increased, \$284,015.55,a Deduct Revere disaster and fire losses, b Total surplus, 1. * Computed on gross receipts from passenger and freight departments. As the Pullman, Wagner or other drawing-room and sleeping-cars. a Derived from the following sources:—Profit and loss account, transferred from books of Portland, Saco & Pormouth R. R., And of Great Falls & Conway R. R., 	988,317 94 753,330 53 July, 1873, 234,987 41 592,213 84 \$927,201 25 599,646 03 \$227,555 22
2. Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. 3. Net income above operating expenses and amount paid for rent of roads. 4. Percentage of same to capital stock and debt, 6.12 5. Percentage to total means applied to construction, equipment, &c., 6.136 6. Paid for interest, 6.136 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year, or surplus, 10. Surplus at commencement of the year, \$308,198.29; increased, \$284,015.55,a Deduct Revere disaster and fire losses, b 11. Total surplus, * Computed on gross receipts from passenger and freight departments. † As the Pullman, Wagner or other drawing-room and sleeping-cars. a Derived from the following sources:— Profit and loss account, transferred from books of Portland, Saco & Pormouth R. R., And of Great Falls & Conway R. R., Construction trains,	988,317 94 753,330 53 July, 1873, 234,967 41 592,213 84 \$927,201 25 599,646 03 \$227,555 22
2. Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. 3. Net income above operating expenses and amount paid for rent of roads. 4. Percentage of same to capital stock and debt, 6.12 5. Percentage to total means applied to construction, equipment, &c., 6.136 6. Paid for interest, 6.136 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year, or surplus, 10. Surplus at commencement of the year, \$308,198.29; increased, \$284,015.55,a Deduct Revere disaster and fire losses, b 11. Total surplus, * Computed on gross receipts from passenger and freight departments. † As the Pullman, Wagner or other drawing-room and sleeping-cars. a Derived from the following sources:— Proft and loss account, transferred from books of Portland, Saco & Pormouth R. R., And of Great Falls & Conway R. R., Construction trains, Total, 5. Revere disaster charged off, Fire loss in East Boston charged off, Fire loss in East Boston charged off,	968,317 94 753,330 53 July, 1873. 234,967 41 592,213 84 \$927,201 25 599,646 03 \$227,555 22 ta- \$130,170 93 83,320 62 65,524 00 \$234,015 55 \$456,749 42 38,670 22
2. Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. 3. Net income above operating expenses and amount paid for rent of roads. 4. Percentage of same to capital stock and debt, 6.12 5. Percentage to total means applied to construction, equipment, &c., 6.136 6. Paid for interest, 6.136 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year, or surplus, 10. Surplus at commencement of the year, \$308,198.29; increased, \$284,015.55,a Deduct Revere disaster and fire losses, b 11. Total surplus, 1. Total surplus, 2. As the Pullman, Wagner or other drawing-room and sleeping-cars. a Derived from the following sources: Profit and loss account, transferred from books of Portland, Saco & Pormouth R. R., And of Great Falls & Conway R. R., Construction trains, Total, . b Revere disaster charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Boston charged off, Fire loss in Bost	988,317 94 753,330 53 July, 1873, 234,967 41 592,213 84 \$627,201 25 599,646 03 \$2227,555 22 ta- \$130,170 93 88,320 62 65,524 00 \$284,015 55 \$456,749 42 38,670 22 15,714 83
2. Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed. 3. Net income above operating expenses and amount paid for rent of roads. 4. Percentage of same to capital stock and debt, 6.12 5. Percentage to total means applied to construction, equipment, &c., 6.136 6. Paid for interest, 6.136 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year, or surplus, 10. Surplus at commencement of the year, \$308,198.29; increased, \$284,015.55,a Deduct Revere disaster and fire losses, b 11. Total surplus, * Computed on gross receipts from passenger and freight departments. † As the Pullman, Wagner or other drawing-room and sleeping-cars. a Derived from the following sources:— Proft and loss account, transferred from books of Portland, Saco & Pormouth R. R., And of Great Falls & Conway R. R., Construction trains, Total, 5. Revere disaster charged off, Fire loss in East Boston charged off, Fire loss in East Boston charged off,	968,317 94 753,330 53 July, 1873. 234,967 41 592,213 84 \$927,201 25 599,646 03 \$227,555 22 ta- \$130,170 93 83,320 62 65,524 00 \$234,015 55 \$456,749 42 38,670 22

Receipts, Exp	enses, l	Net Ea	rnings	, &c.,	of P	asseng	ger :	Depart	ment	.		
1. TOTAL REC	CEIPTS	from F	assen	ger D	epar	tmen	t.a.	s per '	'Re	v-		
enne for	the Ye	ar," N	6,	. •			•	•	•		\$1,885,971	41
2. (Total rece	ipts pe	r train	mile	, \$1.57	72.)	¢ 117		. n	,	,,		
3. Expenses, as per C	propori less 1	tion of No. 9	" Ма	ıntena	nce o	t may	and	a Buill	ungs	,"	222,938	75
4. Expenses,	propoi	rtion o	of G	eneral	Tra	fic E	xver	18 es ." 1	as p	er	222,330	10
Class 2.	No. 14.							-		.	430,713	
5. Expenses,	" Passei	nger-T	rain E	Ехрепве	e 8 ," E	ıs pe	r Cl	ass 3,	No.	6,	651,465	18
6. Total exp	PENSES,	or trai	n mil	• @ 1 (•	•	•	•	•	1,305,116	98
8. NET EARNI	INGS	er cra			•						580,854	43
9. (Net earni	ngs per	r train	mile,	\$ 0.48	4.)						,	
Receipts, Ex	penses,	Net E	arning	, &c.,	of 1	Freigh	t D	epartn	ent.	1		
1. TOTAL REC	EIPTS f	rom F	reigh	t Depa	art m	ent, a	s pe	er "Re	veni	ıe		
for the Y	(ear," l	No. 10		• ^ ^ ^		•	•	•	•	\cdot	\$1, 054,537	25
 (Total rece Expenses, 	upus pe	er trail	1 mne	intena	14.) n <i>ce</i> o	f Was		a Ruil	linas	,,		
00 man C	laca 1	Nr. 10									124,642	72
4. Expenses, Class 2,	propor	tion o	f "G	eneral	Tra	fic E	rper	1868," 1	as p	er	•	
Class 2,	No. 16,	,	. : ,	•	.· `	٠.		:	• _	$\cdot $	240,807	14
5. Expenses, 6. Total Exi			n Exp	oenses,	″as	per (las	8 4, No	0. 6,	\cdot	328,414	
7. (Total exp	enses n	er trai	n mil	e. \$ 0.6	328.)	•	•	•	•		693,864	00
8. NET EARNI	INGS, .									.	360,672	60
9. (Net earning	ngs per	· train	mile,	\$ 0.320	6.)						•	
									_		1024	
General	Balan	се впе	et at	Closing	g of .	L ocor	nts,	Septer	nber	30,	1874.	
General	Balan	ce Rue	et at (g of . Dr.	A ocou	nts,	Septer	nber	30,	, 1874.	
	l Balan		et at (A000TL	nts,	Septe:	nber	•	\$11,713,095	56
Cost of road,			et at (A00011	nts,	Septer	nber •	•		
Cost of road, (Property) Equ	uipmen	 ıt, .	et at (A00011	nts,	Septer	nber	•	\$ 11, 7 13,095	27
Cost of road, (Property) Equ Materials and	uipmen	 ıt, .					nts,	Septer	nber	•	\$11,713,095 2,343,064	27 51
Cost of road, (Property) Equal Materials and Property,	uipmen	 ıt, .					nts,	Septer	nber	•	\$11,713,095 2,343,064 257,299	27 51 28
Cost of road, (Property) Equatorials and Property, Cash,	uipmen supplie				DR.		nts,	Septer	nber	•	\$11,713,095 2,343,064 257,299 2,050,378	27 51 28 25
Cost of road, (Property) Equatorials and Property, Cash,	uipmen supplie			i	OR.		nts,	Septer	nber	•	\$11,713,095 2,343,064 257,299 2,050,378 93,673	27 51 28 25 12
Cost of road, (Property) Equations and Property, Cash, Balance from a	uipmen supplic agents	es, .	ad cor	i	DR.		nts,	•	•		\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897	27 51 28 25 12
Cost of road, (Property) Equatorials and Property, Cash, Cash, Cash, Cash Capital stock,	uipmen supplic agents	es, .	ad cor	i	OR.		nts,		· · · ·		\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897	27 51 28 25 12
Cost of road, Property) Equal Materials and Property, Cash, Balance from a	uipmen supplic : : agents :	es, .	ad cor	i	OR.		nts,	\$4,997 5,731	,600 ,300		\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897	27 51 28 25 12
Cost of road, (Property) Equal Materials and Property, . Cash, Balance from a Capital stock, Bonds, . Long notes,	uipmen supplic agents	es, .	ad cor	i	OR.			\$4,997 5,731 3,935	,600 ,300	00 00 00	\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897	27 51 28 25 12
Cost of road, (Property) Equal Materials and Property, . Cash, . Balance from a Capital stock, Bonds, . Long notes, Notes payable,	uipmen supplic agents	es, .	ad cor	i	OR.			\$4,997 5,731 3,935 1,906	,600 ,300 ,500		\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897	27 51 28 25 12
Cost of road, (Property) Equal Materials and Property, . Cash, . Balance from a Capital stock, Bonds, . Long notes, Notes payable, Bills audited,	uipmen supplic agents	ot,	ad cor	porati	OR			\$4,997 5,731 3,935 1,906	,600 ,300 ,500 ,201	00 00 00 67 19	\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897	27 51 28 25 12
Cost of road, (Property) Equ Materials and Property, . Cash, . Balance from a Capital stock, Bonds, . Long notes, Notes payable, Bills audited, Unpaid bonds,	uipmen supplic agents 49,976	ont,	ad cor	porati	OR		nts,	\$4,997 5,731 3,935 1,906 448	,600 ,300 ,500 ,201 ,141 ,613	00 00 00 67 19 50	\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897	27 51 28 25 12
Cost of road, (Property) Equ Materials and Property, . Cash, Balance from a Capital stock, Bonds, . Long notes, Notes payable, Bills audited, Unpaid bonds, Balances of ac	uipmen supplic agents 49,976	ont,	ad cor	porati	OR		nts,	\$4,997 5,731 3,935 1,906 448 169	,600 ,300 ,500 ,201 ,613 ,496	00 00 00 67 19 50 41	\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897	27 51 28 25 12
Cost of road, (Property) Equ Materials and Property, . Cash, . Balance from a Capital stock, Bonds, . Long notes, Notes payable, Bills audited, Unpaid bonds, Balances of ac	uipmen supplic agents 49,976	ont,	ad cor	porati	OR		nts,	\$4,997 5,731 3,935 1,906 448 169	,600 ,300 ,500 ,201 ,141 ,613	00 00 00 67 19 50 41 22	\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897 \$17,550,407	27 51 28 25 12 99
Cost of road, (Property) Equ Materials and Property, . Cash, Balance from a Capital stock, Bonds, . Long notes, Notes payable, Bills audited, Unpaid bonds, Balances of ac	uipmen supplic agents 49,976	ont,	ad cor	porati	OR		nts,	\$4,997 5,731 3,935 1,906 448 169	,600 ,300 ,500 ,201 ,613 ,496	00 00 00 67 19 50 41 22	\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897	27 51 28 25 12 99
Cost of road, (Property) Equ Materials and Property, . Cash, . Balance from a Capital stock, Bonds, . Long notes, Notes payable, Bills audited, Unpaid bonds, Balances of ac	uipmen supplic agents 49,976	shares onds an		porati	OR			\$4,997 5,731 3,935 1,906 448 169	,600 ,300 ,500 ,201 ,613 ,496	00 00 00 67 19 50 41 22	\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897 \$17,550,407	27 51 28 25 12 99
Cost of road, (Property) Equal Materials and Property, Cash, Balance from a Capital stock, Bonds, Long notes, Notes payable, Bills audited, Unpaid bonds, Balances of ac Surplus,	uipmen supplic agents 49,976 divide counts	shares onds an iption	of Rote	porati	OR.	etc.,		\$4,997 5,731 3,935 1,906 448 169	,600 ,300 ,500 ,201 ,613 ,496	00 00 00 67 19 50 41 22	\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897 \$17,550,407	27 51 28 25 12 99
Cost of road, (Property) Equal Materials and Property, . Cash, Balance from a Capital stock, Bonds, . Long notes, Notes payable, Bills audited, Unpaid bonds, Balances of ac Surplus, . 1. Date when opened i	uipmen supplications agents 49,976 divide counts the reference to publication and the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the reference to the refer	tt,	of Root	porati	OR.	etc.,		\$4,997 5,731 3,935 1,906 448 169 134 227	,600 ,300 ,500 ,201 ,141 ,613 ,496 ,555	00 00 00 67 19 50 41 22	\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897 \$17,550,407	27 51 28 25 12 99
Cost of road, (Property) Equal Materials and Property, Cash, Balance from a Capital stock, Bonds, Long notes, Notes payable, Bills audited, Unpaid bonds, Balances of ac Surplus, 1. Date when opened f From East	divide counts. Descr. the roop by Boston	shares conds an cond on iption cond on to Se	of Rose	porati	OR.	etc.,		\$4,997 5,731 3,935 1,906 448 169 134 227	,600 ,300 ,500 ,201 ,141 ,613 ,496 ,555	00 00 00 67 19 50 41 22	\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897 \$17,550,407	27 51 28 25 12 99
Cost of road, (Property) Equal Materials and Property, Cash, Balance from a Capital stock, Bonds, Long notes, Notes payable, Bills audited, Unpaid bonds, Balances of ac Surplus, 1. Date when opened f From East Saler	uipmen supplie agents 49,976 divide counts the ror pub Boston to M	shares onds an iption oad on lic use n to Sa arbleh	of Road	porati	OR.	etc.,		\$4,997 5,731 3,935 1,906 448 169 134 227	,600 ,300 ,500 ,5141 ,613 ,496 ,555	00 00 00 67 19 50 41 22	\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897 \$17,550,407	27 51 28 25 12 99
Cost of road, (Property) Equal Materials and Property, . Cash, Balance from a Capital stock, Bonds, . Long notes, Notes payable, Bills audited, Unpaid bonds, Balances of ac Surplus, . 1. Date when opened f From East Saler	divide counts. Descr. the roop by Boston	shares shares onds ar iption coad or lic use n to Saarbleh swich	of Roce	porati	OR.	etc.,		\$4,997 5,731 3,935 1,906 448 169 134 227	,600 ,300 ,500 ,201 ,141 ,613 ,496 ,555	00 00 00 67 19 50 41 22	\$11,713,095 2,343,064 257,299 2,050,378 93,673 1,092,897 \$17,550,407	27 51 28 25 12 99

	Newburyport to State line, N. H.,	Nov. 9, 1840.
	Beverly to Manchester,	Aug. 3, 1847.
	Manchester to Gloucester,	Dec. 1, 1847.
	Salisbury to Amesbury, • •	Jan. 1, 1848.
	South Danvers (Peabody) to South Read-	
	ing (Wakefield),	April 1850.
	Salem to Lawrence,	July, 1850.
	Edgeworth to West Lynn,	Oct., 1850.
	South Malden (Everett Junct'n) to West	1854.
	Lynn,	
	Boston to North Chelses (Revere),	
	Gloucester to Rockport,	Nov. 4, 1861.
	Wenham to Asbury Grove,	Aug., 1871.
	Wenham to Essex,	May, 1872. Oct. 21, 1873.
	Swampscott to Marblehead,	Oct. 21, 1873.
	Somerville to Charlestown,	Oct. 1, 1874.
_	Portsmouth to Dover,	Feb. 1, 1874.
2.	Length of main line of road [from Boston to	
	State line, N. H.],*	41.39 miles.
_	Length of main line of road in Massachusetts, .	41.39 miles.
3.	Length of line with track laid, if road is not	
	completed,	
	Length of double track on main line,	27.80 miles.
	Branches owned by company:—	
	East Boston, double,	3.31 miles.
	Charlestown, double	1.086 miles.
	Saugus, single.	9.52 miles.
	Saugus, single,	3.80 miles.
	Marblehead, single,	4.00 miles.
	Lawrence, double,	
	Lawrence, single,	$\{2.00\}$ 19.66 miles.
	South Reading, single,	8.12 miles.
	Gloucester, single,	17.35 miles.
	Essex, single,	5.00 miles.
	Ashbury Grove, single,	1.00 mile.
	Salisbury, single,	3.75 miles.
6	Total length of branches owned by company, .	76.596 miles.
	Total length of branches owned by company in	7000 1111108.
• •		76.596 miles.
٥	Massachusetts,	70.330 miles.
	In other States,	6.396 miles.
	Length of double track on branches,	0.590 miles.
IU.	Total length of road belonging to this com-	117 000:1
11	pany,	117.986 miles.
11.	Aggregate length of sidings and other tracks	00.84 11
10	not above enumerated,	36.74 miles.
	Same in Massachusetts,	36.74 miles.
13.	Aggregate length of tracks belonging to this	400.000 13
	company, computed as single track,	188.922 miles.
14.	Same in Massachusetts,	188.922 miles.
15.	Total length of steel rails in tracks belonging	
	to this company	68 miles.
	. (Weights per yard, 63 lbs.)	
16.	Total length of steel-top rails in tracks belong-	
	ing to this company,	
	(Weights per yard, 60 lbs.)	
17.	Number of spans of bridges of 25 feet and up-	
	wards,	3 0
18.	Number of iron bridges (aggregate length, feet,	_
1.5.	524),	17
10	Number of wooden bridges (aggregate length,	••
10.		55
	10et, 7,512),	••

^{*} Length in all cases to be given in miles and decimals.

BRIDGES BUILT WITHIN THE YEAR.

	Kind.	Mate	rial.		Length.	When built.
Newburyport (Water		I		Ì	· · · · · · · · · · · · · · · · · · ·	1
Street),	Howe truss, .	Wood,		.	62 feet,	1874.
rve's Mills,	Queen truss.	Wood.	•		82 feet,	1874.
lowley,		Wood,	•	•	150 feet,	1874.
Lystic River,	Draw, Pile,	Wood,	•	•	60 feet, 366 feet,	1874. 1874.
awrence Branch,	Queen truss,	Wood,	:		25 feet,	1874.
Diamond Creek,	Iron girder,	Iron, .			22 feet,	1874.
Somerville to Charles				- 1		
town,	Double track, .	Pile, .	•	•	3,190 feet,	1874.
21. Number of cro	ssings of highw	rava at o	rrade		. 193	
2. Number of cre	ssings of highw	avs ove	railr	084		
3. Number of cr	nesings of high	wava n	nder i	rai	i.	
road, .	ossings or mg.				. 5	
4. Number of hig	hway bridges 18	foot ah	ve tr	امو		
5. Number of hi						
above track		1000 0110	10	100	. 50	
6. Number of cro		Ranes o	г пав	ше		
are maintai			• •		. 145	
7. Number of cr		there a	re neu	the		
gates nor fl			•		. 48	
8. Number of rai	lroad crossings	at grade	в, врес	ify		
ing each,					. 9	
Fitchburg Ra	ilroad, Charleste	own.				
Boston & Mai	ne R. R., Charle	estown.				
	ll & Nashua R.		rence	Br	c	
(to Phillips		•			7	
	ine R. R. (Geo	rgetown	Bran	ch	3. l	
Danvers.		. B = 0			·"	
	ine R. R. (Geor	raetown	Rran	ch	3	
Newburypo		Reman	Diau	ш	·//	
		Doobooto	- NT 1	.		
roruanu & n	ochester R. R., I			п.		
Boston & Mai						
Boston & Mai Boston & Mai	ne R. R., Cape					
Boston & Mai Boston & Mai 29. Number of ra	ne R. R., Cape ilroad crossing				il-	
Boston & Mai Boston & Mai 29. Number of ra roads, speci	ne R. R., Cape ilroad crossing fying each,	over o	ther	rai		_
Boston & Mai Boston & Mai 29. Number of ra roads, speci	ne R. R., Cape ilroad crossing fying each,	over o	ther	rai		-
Boston & Mai Boston & Mai 29. Number of ra roads, speci 30. Number of ra	ne R. R., Cape ilroad crossing fying each,	over o	ther	rai		-
Boston & Mai Boston & Mai 29. Number of ra roads, speci 30. Number of ra	ne R. R., Cape silroad crossing fying each, . ilroad crossings	over o	ther	rai	-	-
Boston & Mai Boston & Mai 29. Number of ra roads, speci 30. Number of ra roads, speci	ne R. R., Cape silroad crossing fying each, . ilroad crossings fying each, .	under	other i	rai rai	1	-
Boston & Mai Boston & Mai 29. Number of ra roads, speci 30. Number of ra roads, speci ROADS BELONGIN	ne R. R., Cape ilroad crossing fying each, . ilroad crossings fying each, . G TO OTHER C	under o	other in	rai rai PEI	1 - 1 R-	-
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^{*} Length in all cases to be given in miles and decimals.

Rolling Stock.

		Total number.	Value.	Per mile road operated.
1.	Locomotives (average weight of engines in working order, 55,949 lbs.). Locomotives (maximum weight of engines in working order, 70,000 lbs.).	المعا	\$964,608 51	.34
2.	Tenders (average weight of tenders full of fuel and water, 30,990 lbs.), Tenders (maximum weight of tenders full of fuel and water, 40,500 lbs.), (Average joint weight of engines and tenders, 86,939 lbs.),	-	-	 -
	Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 44 ft. Total length of heaviest engine and tender			
_	over all, 54 ft.			
	Snow-plows (average weight, 16,000 lbs.),	27 143	16,049 13 642,811 91	.09 .51
7.	Mail and baggage cars (av. weight, 26,000 lbs.)	36	59,168 41	.13
	8-wheel box freight cars (av. weight, 16,000 lbs.),	550	-	1.95
	4-wheel box freight cars (av. weight, 8,000 lbs.),	81	-	.29
	8-wheel platform cars (av. weight, 13,000 lbs.),	371	-	1.32
	4-wheel platform cars (av. weight,),	-	-	
12.	Other cars (coal, gravel, &c.),	232	-	.82
13.	Total value,		-	
14.	Total freight cars, including coal, &c., on a basis of 8 wheels.	1,123	_	_
1 5.	Number of locomotives equipped with train brakes.	60	_	_
	(Kind of brake, Westinghouse.)		_	_
16.	Number of cars equipped with train brakes, (Kind of brake, Westinghouse.)	179	-	-
17.	Number of passenger cars with Miller platform and buffer,	179	-	_

=		
	Mileage, Traffic, &c.	
1.	Miles run by passenger trains,	1,199,955
	Rate of speed of express passenger trains, in-	, ,
	cluding stops,	28 miles per hour.
3.	Rate of speed of accommodation trains, includ-	-
	ing stops,	20 miles per hour.
4.	Miles run by freight trains,	•
	Rate of speed of express freight trains, includ-	631,979
	ing stops,	15 miles per hour.
6.	Rate of speed of accommodation freight trains,	•
	including stops,	10 miles per hour.
7.	Miles run by other trains, and for what pur-	•
	pose [switching, &c.],	473,474
8.	Total train miles run,	2,305,408
	Number of through passengers (whole length	,,
	of road),	241,716
10.	Number of local passengers (over part of road),	5,778,274
	Total number of passengers carried,	6,019,990
	Total passenger mileage, or passengers carried	0,010,000
	one mile,	85,730,313
13	Passenger mileage to and from other roads,	9,286,168
	Number of tons carried,	
		669,420
	Total freight mileage, or tons carried one mile,	37,086,866
17	Freight mileage to and from other roads,	18,012,840
	Highest rate of fare per mile, for any distance,	7 cents.
10.	Lowest rate of fare per mile, for any distance	1 67
10	(single fare),	1.75 cents.
19.	Average rate of fare per mile (not including	
	season tickets) received from passengers on	0.05
~~	roads operated by this company,	2.35 cents.
20.	Average rate of fare per mile received from	4.50
٠.	passengers to and from other roads,*	1.58 cents.
21.	Average rate of fare per mile for season-ticket	
	passengers, reckoning one round trip per	
	day to each ticket, t	.87 cent.
	Average rate of fare per mile for all passengers,	2.003 cents.
23.	Highest rate of freight per ton per mile, for	
	any distance,	\$1.00
24.	Lowest rate of freight per ton per mile, for any	
	distance,	.67 cent.
25.	Average rate of freight per ton per mile on	
	roads operated by this company,	3.65 cents.
26.	Average rate of freight per ton per mile to and	
	from other roads,*	1.85 cents.
27.	Average number of cars in passenger trains,	1.00 00400.
	including baggage cars,	7
28.	Average number of cars in freight trains (basis	•
	of 8 wheels),	22
29	Average weight of passenger trains, including	~~
٠.	locomotive and tender, in working order,	
		988 020 1ha
30	exclusive of passengers,	288,939 lbs.
•••	Average weight of freight trains, including	•
	locomotive and tender, in working order,	429 020 1ha
	exclusive of freight,	438,939 lbs.
21		
31.	Number of persons regularly employed by company, including officials,	2,172

^{*} After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

Classification of Business.	
Passengers.	
1. Passengers coming from other States,*	165,817
2. Passengers going to other States,*	123,710
3. Passengers travelling only within this State,	5,283,571
4. Total season-ticket passengers (round trip),	1,582,626
5. Passengers to Boston (including season), †	3,559,185
6. Passengers from Boston (including season), †	3 0,000,100
7. Season-ticket passengers to and from Boston (one round	
trip daily), †	576,654

^{*} Apply only to roads crossing the State line. † Apply only to the roads terminating in Boston.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal,	_	151	46,244	668	_
2. Bituminous coal,	_	92	1,832	200	_
3. Petroleum,	_	-	142	140	_
4. Railroad iron, including steel					
and steel-capped rails	2,262	449	482	710	2,483
5. Castings and other iron, .	1,336	2,789	4,158	3,976	2,187
6. Other metals	61	653	2,418	2,678	402
7. Iron and other ores	100	334	187	499	92
8. Stone and brick,	7,701	368	6,405	670	7,486
D. Lime, cement and sand.	43	163	2,589	203	10
0. Lumber	44,876	2,825	18,696	7,486	24,115
1. Ice	<u>-</u>		10,855	10	15,441
2. Live stock	3,050	4,850	1,435	2,268	860
3. Dressed carcasses, smoked	•	•	1	'	
and salted meats,	630	1,986	1,599	3,461	656
4. Flour,	117	14,110	7,403	20,452	94
5. Grain,	252	10,632	16,821	18,052	202
6. Other agricultural products, .	71,847	2,282	5,873	4,884	51,227
7. Manufactures not included		•			•
above.*	25,197	8,364	25,436	6,060	38,655
3. Merchandise,*	33,952	64,202	123,751	133,123	66,545
O. Other articles,	4,381	5,469	9,657	4,880	1,471
O. Total tons carried,	195,805	114,719	284,978	210,420	211,926

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

List of Accidents in Massachusetts.

			FROM CAUSES BEYOND THEIR OWN CONTROL. FROM THEIR OWN MISCONDUCT OR CARELESSNESS.				TAL.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		-	2	1	7	1	9
Employés, .	.]	-	2	3	3	.3	5
Others, .		-	-	2	10	2	10

Statement of each Accident.

October 11, 1873.—John Hewett, leg hurt at East Boston, crossing between cars of freight train.

October 13.—Mrs. Margaret Broderick, killed at Salem, trying to get on a moving train.

October 20.—Mrs. Duffy, slightly hurt at Boston, striking her head against door-post of a car.

October 20.—Cornelius Gaffney, rib broken at Peabody, crossing track in front of train.

October 25.—Baggage-master and one passenger (Patrick Fitzgerald) very slightly hurt by car going off track at Caryville.

October 28.—Nelson Grant, employé, killed near Salem by striking overhead bridge.

Norember 4.—Thomas Dolan, employé, killed at Lynn, being struck by train while standing on track.

November 21.—Robert Hannan, both feet cut off getting off moving train at Salem.

December 23.—Patrick Fahy, badly hurt getting off moving train near Swamp-scott Junction.

December 25.—David Higgins, killed near Marblehead, lying on track and run over.

January 20, 1874.—Levi Richardson, employé, arm broken while coupling cars at Rockport.

February 10.—J. Hollingshed, employé, badly injured at Wenham, crossing track in front of train.

March 9.—Thomas Gaffney, badly hurt at Everett by crossing track in front of train.

March 11.—Alexander Madison, employé, slightly hurt at Newburyport by derailment of car.

March 13.—Otis Nutter, employé, killed at Salem getting on moving engine.

March 17.—James Hancock, passenger, slightly hurt by jumping off moving train at East Boston.

March 29.—Frank Daley, injured at Boston by gate falling on him.

April 3.—Luke Flinn, slightly hurt trying to cross track between cars of a freight train at Peabody.

April 8.—Timothy Keefe, passenger, slightly hurt trying to get on moving train at Prison Point.

April 16.—Arthur Buckly, slightly hurt at Charlestown getting on moving train.

April 24.—James Robinson, badly hurt trying to get on moving train at Lynn.

May 12.—Passenger slightly injured by being thrown from platform of car at Boston.

May 14.—D. W. Eaton, passenger, slightly hurt attempting to get on moving train at Lynn.

May 14.—Margaret Neville, slightly hurt, struck by swinging gate at Salem.

June 2.—Michael McDonald, killed by falling from moving train at Everett.

June 24.—G H. Capen, employ6, slightly injured crossing in front of moving train at Chelsea.

June 25.—Gustavus Andrews, slightly hurt, struck by train while walking on track near Lynn.

Jan.

July 13.—Margaret Couden, arm broken, struck by train while walking on track near Revere.

July 18.—Patrick Finn, arm crushed, stepping in front of engine when train started at Salem.

JNO. WOOLDREDGE,
S. HOOPER,
FRANKLIN HAVEN,
J. W. JOHNSON,
A. P. MORRILL,
BENJ. F. STEVENS,
Directors of the Eastern Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

'SUFFOLK, ss. November 6, 1874. Then personally appeared John Wooldredge, S. Hooper, Franklin Haven, J. W. Johnson, A. P. Morrill and Benj. F. Stevens, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN B. PARKER, Justice of the Peace.

Name and Residence of Officers.

John Wooldredge, President, Boston; Charles F. Hatch, General Manager, Boston; John B. Parker, Treasurer, Boston; John Colgate, Auditor, Boston; Thomas Holt, Chief Engineer, Portland, Me.; William F. Berry, General Freight Agent, Boston; George Russell, General Ticket Agent, Boston; George F. Field, General Passenger Agent, Boston; H. N. Rowell, Superintendent Telegraph, Boston.

Proper Address for the Company.

EASTERN RAILROAD COMPANY, BOSTON, MASS.

OF THE

FALL RIVER, WARREN & PROVIDENCE RAILROAD CO.,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$150,000 00	
2. Capital stock authorized by votes of company, 3. Capital stock issued (number of shares, 1,500),	150,000 00	
amount paid in,	150,000 00	
(number of shares,),	-	-
5. Capital stock, total amount paid in,		\$ 150,000 00
6. Capital stock paid in per mile of road owned by company,	25,888 85	
7. Capital stock paid in, proportion for Massachu-	•	
setts,* 8. Capital stock, number of shares issued not en-	94,804 97	
titled to dividends,	_	_
9. Par value of shares, (the average price		
at which shares were sold, \$100.) 0. Number of stockholders,	29	
1. Amount of stock held in Massachusetts,	78,600 00	
2. Number of stockholders in Massachusetts,	11	•
DEBT.		
3. Funded debt as follows:—		
1st mortgage bonds, due 1883, rate of in- terest 7 per cent.,	300,000 00	
14. Total amount of funded debt,	300,000 00	300,000 00
5. Unfunded debt incurred for construction, equip-		•
ment or purchase of property, t	6,587 41	
and for what [use of rolling stock, repair of		
locomotives, etc.],	9,731 82	
17. Other debts—current credit balances, &c.,	215 50	316,534 73
 Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such 		510,001 75
securities and debt balances as do not represent permanent investments.	288,106 08	
0. Proportion of same for Massachusetts,*	182,092 59	
21. Proportion of same per mile of road,	49,724 90	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

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reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent lavestments.

162 FALL RIVER, WARREN & PROVIDENCE R. R. [Jan.

22. Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same,	-	-
CASH REALIZED, &C. 23. Total cash realized from capital and debt, incurred for construction, equipment, &c., 24. Total amount of income which has been ex-	•	\$466,534 73
pended (in addition to funds derived from capital and debt) in construction, equipment and purchase of property, 25. Total means applied to construction,	-	-
EQUIPMENT AND PURCHASE OF PROPERTY,	\$ 210,155 26	332,506 70
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY	•	
COMPANY. 1. Grading and masonry,	\$161,249 48 25,967 97 79,105 53 20,273 00	
5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Steam ferry-boat,	9,903 12 382 76 21,759 10	
8. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction,	13,882 74	\$339, 506 70
11. Average cost of construction per mile of road built by company,	57,388 11	
12. Same per mile of single track built by company, not including sidings,	57,388 11	
13. Proportion of cost of construction for Massa- chusetts,*	210,155 26	
EQUIPMENT. [All our equipment is hired.]		
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS. [None.]		
32. Whole amount of Permanent invest- MENTS, 33. Proportion for Massachusetts, 34. Total property and assets of the company, 35. Amount of sinking and contingent funds, and	332,506 70 210,155 26	
their purpose,	_	-
Expenditures Charged to Capital Account during the [None.]	he Year.	
Revenue for the Year.		
Receipts from local passengers on roads opera company, Receipts from passengers from and to other roads operated by this company,		\$4 5,493 95 -

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

3. Receipts from passengers over other roads as tolls, or for use	
of cars of this company,	_
4. Receipts for express,	\$1,008 20
5. Receipts for mails,	315 00
6. Total receipts from passenger department,	46,817 21
7. Receipts from local freight on roads operated by this company	•
[and ferriage],	1,093 25
8. Receipts from freight from and to other roads over roads	
operated by this company,	-
9. Receipts from freight over other roads as tolls, or for use of	
cars of this company,	1,093 25
11. Receipts as rents for use of road and equipment, when	1,000 2
leased,	_
12. Total earnings,	47,910 40
13. Per mile of road operated, \$8,268 97	•
14. Per mile of road operated,—computed as single	
track, not including sidings, 8,268 97	
15. Per train mile,	
16. Proportion for Massachusetts,	47 010 44
21. Percentage to capital stock and debt, 10.94	47,910 40
22. Percentage to means applied to construction, equip-	
ment, &c., 14.40	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating	
expenses).	
1. Repairs of road, exclusive of bridges and new rails,*	\$6,461 30
2. New iron rails, deducting old rails sold (number of miles,	\$0,101 O
; weight per yard,),*	
3. Steel rails, deducting old rails sold (number of miles, ,	
weight per yard,),	-
4. Repairs of bridges,	1,015 2
5. Repairs of buildings and fixtures (station),6. Repairs of, and additions to, machine-shops and machinery,	401 5
7. Repairs of fences, road crossings and signs,	_
8. Total,	7,878 04
9. Proportion of same to passenger department,† \$7,878 04	.,
IO Decimantian of some to finish January and I	
1. Of the above total there was expended for other than ordi-	
	-
1. Of the above total there was expended for other than ordinary repairs,	•
1. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses.	
1. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local,	826 1
11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not em-	
11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	
11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires	2,035 90
11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines,	2,035 9
1. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines,	2,035 90 1,245 19
1. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 9. Fuel—284 cords of wood, cost, \$171; 449 tons 1,270 lbs. of coal, cost \$3,482.05, 0. Water,	2,035 9 1,245 1
11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 9. Fuel—28‡ cords of wood, cost, \$171; 449 tons 1,270 lbs. of coal, cost \$3,482.05, 1. Water, 1. Oil and waste,	2,035 96 1,245 19 3,653 06
1. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 9. Fuel—284 cords of wood, cost, \$171; 449 tons 1,270 lbs. of coal, cost \$3,482.05, 0. Water, 1. Oil and waste, 2. Switchmen, watchmen, flag and signal men,	2,035 90 1,245 19 3,653 05 546 74
11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 9. Fuel—28‡ cords of wood, cost, \$171; 449 tons 1,270 lbs. of coal, cost \$3,482.05, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men, 13. Telegraph expenses,	2,035 90 1,245 12 3,653 05 546 74 1,877 75
CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 9. Fuel—28‡ cords of wood, cost, \$171; 449 tons 1,270 lbs. of coal, cost \$3,482.05, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men, 13. Telegraph expenses, 14. Total,	826 17 2,035 90 1,245 12 3,653 05 546 74 1,877 75
11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 9. Fuel—28‡ cords of wood, cost, \$171; 449 tons 1,270 lbs. of coal, cost \$3,482.05, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men, 13. Telegraph expenses,	2,035 90 1,245 12 3,653 05 546 74 1,877 75

* Including labor and materials in new sidings.
† Computed on gross receipts from passenger and freight departments.

	CLASS 3.—Passenger-Train Expenses.
\$824	1. Repairs of passenger, mail and baggage cars,
	2. New passenger, mail and baggage cars (charged to operating expenses),
40	3. Damages and gratuities, passenger,
4,574	Steamer Oriole
9,353	4. Salaries, wages and incidentals of passenger department, .
	5. Amount paid other corporations or individuals not operating
14 702	roads, for use of passenger cars and repairs of same, ‡ . 6. Total
14,793	6. Total,
	CLASS 4.—Freight-Train Expenses. [No freight trains.]
	7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN
32,855	CLASSES 1, 2, 3, 4,
	8. Per mile of the road operated, 9. Per mile of single track operated, not includ-
	ing sidings, 5,670 66
	10 Per train mile 9400
	11. Proportion for Massachusetts, 20,765 95
	12. Percentage of expenses to income, 68.58
	Net Income, Dividends, &c.
\$ 15,0 54	1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,
	2. Amount paid other companies as rent for use of road, speci-
Nothing	fying each company, the amount, and basis on which rent is computed,
Nothing.	3. Net income above operating expenses and amount paid for rent
15,054	of roads,
,	4. Percentage of same to capital stock and debt 3.44
	5. Percentage to total means applied to construc-
	tion, equipment, &c., 4.53
1,710	6. Paid for interest,
-	7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared,
13,344	9. Balance for the year or surplus,
118,943	0. Deficit at commencement of the year,
105,599	1. Total deficit,
-	2. Paid to sinking funds in hands of trustees,
	Receipts, Expenses, Net Earnings, &c., of Passenger Department.
	1. TOTAL RECEIPTS from Passenger Department, as per "Rev-
\$46,817	enue for the Year," No. 6,
	2. (Total receipts per train mile, \$3.561.)
* 0*0	3. Expenses, proportion of "Maintenance of Way and Buildings,"
7,878	as per Class 1, No. 9,
10,184	4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,
14,793	5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,
32,855	6. TOTAL EXPENSES,
	7. (Total expenses per train mile, \$2.499.)
13,961	8. NET EARNINGS,
	Receipts, Expenses, Net Earnings, &c., of Freight Department.
@ 1 002 4	1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10 [ferriage],
\$ 1,093 5	2. (Total receipts per train mile, \$0.0803.)
	3. Expenses, proportion of "Maintenance of Way and Buildings,"
_	as per Class 1, No. 10,

^{*} As the Pullman, Wagner, or other drawing-room and sleeping-cars.

		_				_			
4. Expenses, proportion of Class 2, No. 16,	" Ge	ner	al T	raffic	Exper	1868,	" as p	er	_
5. Expenses, "Freight-Train	Exp	ens	68." E	us De	r Clas	s 4.	No. 6.		_
6. Total expenses, .			· .	•		•	• '		-
7. Total expenses per train n	nile,		Ž)					A 4 000 0
8. NET EARNINGS, 9. (Net earnings per train mi	ile, (io.0	803 .)	•	•	•	•		\$1,093 25
General Balance Sheet	at (los	ing o	f Ac	oounts,	Ser	tember	80,	1874.
			DR	•					
Graduation and masonry, .		•				•			\$161,242 48
Wooden bridges,				•		•			25,957 97
Superstructure, including iron	1, .		•		•	•			79,105 53
Stations and buildings,		,				•			9,903 12
Land, land damages and fence	98, .								20,273 00
Engine-house, etc.,			•		•				382 76
Engineering, agencies, etc., .		,							13,882 74
Steamer Oriole,					•				21,759 10
Old Colony Railroad Company	7, .				•				918 51
Providence, Warren & Bristol	l Ra	ilro	oad (Comp	any.				10,828 47
C. T. Child, special account,									7,500 00
Cash									9,181 67
Profit and loss,								. •	105,599 38
,							•		\$ 466,534 73
			Cr.						\$ 400,002 70
Capital stock,			•	•	•		\$150,00	00 00	
Bonds payable,	•		•		•	•	300,00	0 00	
W. M. Bailey,	•	•,					35	0 00	
C. T. Child,	•				•		6,23	7 41	
Narragansett Steamship Comp	pany	٠,				•	11	5 85	
Old Colony Steamboat Compa	ny,				•		9	9 65	
I U Clifford and others								1 00	
7. II. Chilord and others,	•	•			•	•	9,73	1 02	A400 F04 ##
. H. Chilord and others,	•	•	•	•	•		9,73	1 82	\$ 466,534 73
J. H. Clifford and others, Description of	Road	d.	•	•	•	<u>-</u>	9,73		\$ 466,534 73
Description of 1. Date when the road or p	orti		the	reof	were	·_	9,73		\$466,534 73
Description of 1. Date when the road or p opened for public use:-	orti	ons				·_	9,73		<u> </u>
Description of 1. Date when the road or p opened for public use: From Fall River, Mass., to 2. Length of main line of ro	orti - Wa ad,-	ons					[ay 22,	1860	<u> </u>
Description of 1. Date when the road or p opened for public use: From Fall River, Mass., to 2. Length of main line of ro From Warren to Fall Rive	orti - Wa ad,- er,	ons	en, R	. I.,	•	5.	[ay 22,	1860.	<u> </u>
Description of 1. Date when the road or p opened for public use: From Fall River, Mass., to 2. Length of main line of ro From Warren to Fall Rive Length of main line of ro	orti - Wa ad,- er, ad i	ons	n, R Mass	. I.,	•	5. 3.	[ay 22,	1860. les.	<u> </u>
Description of 1. Date when the road or p opened for public use: From Fall River, Mass., to 2. Length of main line of ro From Warren to Fall Rive	orti - Wad,- er, ad i	ons	n, R Mass	. I., schu	 setts,	5. 3.	[ay 22, 794 mi 662 mi	1860. les.	
Description of 1. Date when the road or p opened for public use: From Fall River, Mass., to 2. Length of main line of ro From Warren to Fall Rive Length of main line of ro. In other States [Rhode Isl 3. Length of line with track completed,	orti - o Wa ead,- er, ad i land	ons	Mass	. I., achu	 setts,	5. 3. 2.	Iay 22, 794 mi 662 mi 132 mi	1860. les.	
Description of 1. Date when the road or p opened for public use: From Fall River, Mass., to 2. Length of main line of ro From Warren to Fall Rive Length of main line of ro In other States [Rhode Isl 3. Length of line with track completed, 4. Length of double track on	orti - Wad,- er, ad i land k lai	ons	Mass	. I., achu	 setts,	5. 3. 2. N	794 mi 662 mi 132 mi	1860. les.	<u> </u>
Description of 1. Date when the road or p opened for public use: From Fall River, Mass., to 2. Length of main line of ro From Warren to Fall Rive Length of main line of ro In other States [Rhode Isl 3. Length of line with track completed, Length of double track on 5. Branches owned by comp	ortice Wad,- er, ad i land k lai	ons	Mass if ro	. I., achu	setts,	5. 3. 2. N	Iay 22, 794 mi 662 mi 132 mi	1860. les. les.	•
Description of 1. Date when the road or p opened for public use: From Fall River, Mass., to 2. Length of main line of ro From Warren to Fall Rive Length of main line of ro In other States [Rhode Isl 3. Length of line with track completed, 4. Length of double track on 5. Branches owned by comp 10. Total length of road belong	orti Wad,- er, ad i land c lai n ma any, ging	in id,	Massif rolline,	. I., achu ad i	setts, s not	5. 3. 2. N	794 mi 662 mi 132 mi	1860. les. les.	
Description of 1. Date when the road or popened for public use: From Fall River, Mass., to 2. Length of main line of rofrom Warren to Fall Rive Length of main line of rofn other States [Rhode Is] 3. Length of line with track completed, 4. Length of double track on 5. Branches owned by composition of the road belong to the road belong on the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road belong to the road be	orti Wad,- er, ad i land c lai n ma any, ging	in id,	Massif rolline,	. I., achu ad i	setts, s not	5. 3. 2. N	794 mi 662 mi 132 mi	1860. les. les.	•
Description of 1. Date when the road or popened for public use: From Fall River, Mass., to 2. Length of main line of row From Warren to Fall Rive Length of main line of row In other States [Rhode Isl 3. Length of line with track completed, 4. Length of double track on 5. Branches owned by completed, 10. Total length of road belong 11. Aggregate length of sidnin not above enumerated, 12. Same in Massachusetts,	ortice Wadd, er, add i land c laid any ging	in j, in and	Massif rolline,	achu ad i	setts, s not pany, racks	5. 3. 2. N	794 mi 662 mi 132 mi	1860. les. les.	•
Description of 1. Date when the road or popened for public use: From Fall River, Mass., to 2. Length of main line of rown of the road of rown of the road of the rown of the road of the rown of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the	ortice Wad,- er, ad i land c lai any ging	in id,	Mass if ro line, this	achu ad i com er t	setts, s not pany, racks	5. 3. 2. N	(ay 22, 794 mi 662 mi 132 mi - one.	1860. les. les.	•
Description of 1. Date when the road or popened for public use: From Fall River, Mass., to 2. Length of main line of row From Warren to Fall Rive Length of main line of row In other States [Rhode Isl 3. Length of line with track completed, 4. Length of double track on 5. Branches owned by completed, 10. Total length of road belong 11. Aggregate length of sidnin not above enumerated, 12. Same in Massachusetts,	ortice Wad,- er, ad i land c lai any ging	in id,	Mass if ro line, this	achu ad i com er t	setts, s not pany, racks	5. 3. 2. N N	794 mi 662 mi 132 mi	1860.	•

^{*} Lengths in all cases to be given in miles and decimals.

166 FALL RIVER, WARREN & PROVIDENCE R. R. [Jan.

<u></u>	
17. Number of spans of bridges of 25 feet and up-	
wards, 18. Number of iron bridges (aggregate length, feet,	3
19. Number of wooden bridges (aggregate length, feet, 315),	3
20. Bridges built within the year,	None.
21. Number of crossings of highways at grade,	3
22. Number of crossings of highways over railroad,	2
23. Number of crossings of highways under rail-	
road, 24. Number of highway bridges 18 feet above track, 25. Number of highway bridges less than 18 feet	2
above track, 26. Number of crossings at which gates or flagmen	
are maintained,	
27. Number of crossings at which there are neither	3
gates nor flagmen, 28. Number of railroad crossings at grade, specify-	
ing each,	
roads, specifying each,	
roads, specifying each, 30. Number of railroad crossings under other rail-	
roads, specifying each,	
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CON-	
TRACT.	
[None.]	
35. Total miles of road operated by this company,.	5.794 miles.
	51771 <u>2</u> 1205
36. Total miles of road operated by this company in Massachusetts,	3.662 miles.
36. Total miles of road operated by this company in Massachusetts,	3.662 miles.
 36. Total miles of road operated by this company in Massachusette, 37. Number of stations on all roads operated by this company, 	3.662 miles.
36. Total miles of road operated by this company in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts,	
 36. Total miles of road operated by this company in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by 	3.662 miles. 2 2
36. Total miles of road operated by this company in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company,	3.662 miles.
 36. Total miles of road operated by this company in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by 	3.662 miles. 2 2
 36. Total miles of road operated by this company in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 	3.662 miles. 2 2
 36. Total miles of road operated by this company in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this 	3.662 miles. 2 2 5.794 -
 36. Total miles of road operated by this company in Massachusette, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 	3.662 miles. 2 2 5.794
 36. Total miles of road operated by this company in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this 	3.662 miles. 2 2 5.794 -
 36. Total miles of road operated by this company in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, 	3.662 miles. 2 2 5.794 - 1
36. Total miles of road operated by this company in Massachusette, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, Rolling Stock.	3.662 miles. 2 2 5.794 - 1
 36. Total miles of road operated by this company in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, 	3.662 miles. 2 2 5.794 - 1
36. Total miles of road operated by this company in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, Rolling Stock. [All hired.]	3.662 miles. 2 2 5.794 - 1
36. Total miles of road operated by this company in Massachusette, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, Rolling Stock. [All hired.] Mileage, Traffic, &c.	3.662 miles. 2 2 5.794 - 1 1
36. Total miles of road operated by this company in Massachusette, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, Rolling Stock. [All hired.] Milesge, Traffic, &c. 1. Miles run by passenger trains,	3.662 miles. 2 2 5.794 - 1
36. Total miles of road operated by this company in Massachusette, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, Rolling Stock. [All hired.] Mileage, Traffic, &c. 1. Miles run by passenger trains, 2. Rate of speed of express passenger trains, in-	3.662 miles. 2 2 5.794 1 1 1
36. Total miles of road operated by this company in Massachusette, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, Rolling Stock. [All hired.] Milesge, Traffic, &c. 1. Miles run by passenger trains,	3.662 miles. 2 2 5.794 - 1 1
36. Total miles of road operated by this company in Massachusette, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, Rolling Stock. [All hired.] Miles run by passenger trains, 2. Rate of speed of express passenger trains, including stops, 3. Rate of speed of accommodation trains, including stops,	3.662 miles. 2 2 5.794 1 1 1 1 None run. 24 miles per hour.
36. Total miles of road operated by this company in Massachusette, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, Rolling Stock. [All hired.] Miles run by passenger trains, 2. Rate of speed of express passenger trains, including stops, 3. Rate of speed of accommodation trains, including stops, 8. Total train miles run,	3.662 miles. 2 2 5.794 - 1 1 1 1 None run.
36. Total miles of road operated by this company in Massachusette, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, Relling Stock. [All hired.] Miles run by passenger trains, 2. Rate of speed of express passenger trains, including stops, 3. Rate of speed of accommodation trains, including stops, 5. Total train miles run, 9. Number of through passengers (whole length	3.662 miles. 2 2 5.794 1 1 1 1 None run. 24 miles per hour. 13,146
36. Total miles of road operated by this company in Massachusette, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, Rolling Stock. [All hired.] Mileage, Traffic, &c. 1. Miles run by passenger trains, 2. Rate of speed of express passenger trains, including stops, 3. Rate of speed of accommodation trains, including stops, 5. Total train miles run, 9. Number of through passengers (whole length of road), 10. Number of local passengers (over part of road).	3.662 miles. 2 2 5.794 - 1 1 1 1 None run. 24 miles per hour. 13,146 113,880
36. Total miles of road operated by this company in Massachusette, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, Rolling Stock. [All hired.] Mileage, Traffic, &c. 1. Miles run by passenger trains, 2. Rate of speed of express passenger trains, including stops, 3. Rate of speed of accommodation trains, including stops, 5. Total train miles run, 9. Number of through passengers (whole length of road), 10. Number of local passengers (over part of road).	3.662 miles. 2 2 5.794 1 1 1 1 None run. 24 miles per hour. 13,146
36. Total miles of road operated by this company in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, **Rolling Stock.** [All hired.] **Miles run by passenger trains, 2. Rate of speed of express passenger trains, including stops, 3. Rate of speed of accommodation trains, including stops, 5. Total train miles run, 9. Number of through passengers (whole length of road), 10. Number of local passengers (over part of road), 11. Total number of passengers carried, 12. Total passenger mileage, or passengers carried	3.662 miles. 2 2 5.794 - 1 1 1 1 1 1 13,146 None run. 24 miles per hour. 13,146 113,880 8,013 121,893
36. Total miles of road operated by this company in Massachusette, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company, Rolling Stock. [All hired.] Miles run by passenger trains, 2. Rate of speed of express passenger trains, including stops, 3. Rate of speed of accommodation trains, including stops, 4. Total train miles run, 9. Number of through passengers (whole length of road), 10. Number of local passengers (over part of road), 11. Total number of passengers carried,	3.662 miles. 2 2 5.794 - 1 1 1 1 1 1 13,146 None run. 24 miles per hour. 13,146 113,880 8,013

 19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company, 20. Average rate of fare per mile received from passengers to and from other roads,* 	6 cents.	
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per		
day to each ticket, t	- ·	-
22. Average rate of fare per mile for all passengers,	6.5 cents.	
23. Highest rate of freight per ton per mile, for		
any distance,	-	-
24. Lowest rate of freight per ton per mile, for any		
distance,	-	-
25. Average rate of freight per ton per mile on roads operated by this company,	_	
26. Average rate of freight per ton per mile to and	-	-
from other roads.*	_	_
27. Average number of cars in passenger trains,		
including baggage cars,	3	
28. Average number of cars in freight trains (basis	•	
of 8 wheels),	-	_
29. Average weight of passenger trains, including locomotive and tender, in working order.		
exclusive of passengers,	50 tons.	
30. Average weight of freight trains, including	oo tons.	
locomotive and tender, in working order,		
exclusive of freight,	_	_
31. Number of persons regularly employed by com-		
pany, including officials,	25	
Martin A Date		
Classification of Business.		
Passengers.		
		48,436
1. Passengers coming from other States, t	• • • •	

^{*} After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give
the rate on such basis.

† Apply only to roads crossing the State line.

List of Accidents in Massachusetts.

[None.]

JOHN H. CLIFFORD, President, WM. R. ROBESON (by J. H. C.), H. A. WHITNEY (by J. H. C.), JAMES Y. SMITH, T. P. I. GODDARD,

Directors of the Fall River, Warren & Providence Railroad Company.

STATE OF RHODE ISLAND.

PROVIDENCE, Sc. In the city of Providence, this third day of November, A. D. 1874, personally appeared the above-named James Y. Smith and Thomas P. I. Goddard, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, JOHN WILSON SMITH, Notary-Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 4, 1874. Then personally appeared John H. Clifford, and for himself and Wm. R. Robeson and H. A. Whitney, by them duly authorized, and made oath to the truth of the foregoing statement by them subscribed.

B. B. TORREY, Justice of the Peace,

Name and Residence of Officers.

John H. Clifford, President, New Bedford and Boston; Benj. B. Torrey, Treasurer, Boston; Albert A. Folsom, General Superintendent, Boston; Wingate Hayes, Clerk of Corporation, Providence, R. I. Directors.—John H. Clifford, New Bedford and Boston; Wm. R. Robeson, Boston; Henry A. Whitney, Boston; James Y. Smith, Providence, R. I.; T. P. I. Goddard, Providence, R. I.

Proper Address for the Company.

FALL RIVER, WARREN & PROVIDENCE RAILROAD COMPANY (care Boston & Providence Railroad Corporation), BOSTON.

BOSTON, MASS., Nov. 4, 1874.

The undersigned, Commissioners of the Fall River, Warren & Providence Railroad Company, have examined the above report, and believe it to be correct, and herewith approve the same.

CHARLES E. POWERS,

Commissioner for Massachusetts.

JOHN B. HUMPHREYS,

Commissioner for Rhode Island.

Report of the Commissioners of the Fall River, Warren & Providence Railroad Co., to the Legislature of Massachusetts, for the year ending Sept. 30, 1874.

The undersigned, Commissioners of the Fall River, Warren & Providence Railroad Company, met at the office of the Providence Railroad Company, in Boston, on Wednesday, the fourth day of November, A. D. 1874, for the purpose of investigating the accounts and expenditures of said company, and for deciding what sums are applicable to that part of the road lying in the State of Massachusetts, and also what part is chargeable to that portion of the road lying in the State of Rhode Island; and having examined the accounts of said company, we find,—

The Commissioners further report that the accounts of the expenditures on the road in each State have been kept separate and distinct, as required by the charter of the company.

CHARLES E. POWERS,

Commissioner for Massachusetts.

JOHN B. HUMPHREYS,

Commissioner for Rhode Island.

OF THE

FITCHBURG RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.		
CAPITAL STOCK.	A 0.000.000	00
1. Capital stock authorized by charter,	\$8,000,000	
2. Capital stock authorized by votes of company,	5,000,000	00
3. Capital stock issued (number of shares, 40,000),	4,000,000	00
amount paid in, 4. Capital stock paid in on shares not issued,	4,000,000	00
7	_	_
(number snares,),	_	\$4,000,000 00
6. Capital stock paid in per mile of road owned		\$1,000,000
by company.	42,863	26
7. Capital stock paid in, proportion for Massa-	22,000	
chusetts,*	3,598,370	68
8. Capital stock, number of shares issued not	-,,	
entitled to dividends	_	-
9. Par value of shares, \$100; (the average price		
at which shares were sold, \$100).		
10. Number of stockholders,	2,337	
11. Amount of stock held in Massachusetts,	3,381,400	00
12. Number of stockholders in Massachusetts, .	1,950	
Dert.		
13. Funded debt, as follows:—		
Seven per cent. bonds, due April 1, 1894, rate		
of interest, 7 per cent.,	500,000	
14. Total amount of funded debt,	•	500,000 00
15. Unfunded debt, incurred for construction,		
equipment or purchase of property, t	-	-
16. Unfunded debt incurred for any other purpose,		
and for what,	-	-
17. Other debts,—current credit balances, &c.	112,736	
18. Total debt liabilities,		612,736 36
19. Amount of debt liabilities after deducting cash,		
sinking funds in hands of trustees, and such		
securities and debit-balances as do not		002 012 18
represent permanent investments,	263,592	293,013 18
20. Proportion of same for Massachusetts,*21. Proportion of same per mile of road,	3,139	
22. Contingent liabilities as guaranter of bonds or	3,135	
debts of other corporations, specifying same,	_	_
debts of other corporations, specifying same,	_	_

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.
† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

investments.

2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 8. Interest paid during construction, discount, &c., 9. Engineering, agencies, salaries and other expenses during construction, [Expended but not apportioned], 10. Total expended for construction, 11. Average cost of construction per mile of road built by company, a. 12. Same per mile of single track built by company, not including sidings, 13. Proportion of cost of construction for Massachusetts, 14. Locomotives (number, 41), 15. Snow-plows on wheels (number, 6), 16. Passenger, mail and baggage cars (number, 63), 17. Freight and other cars (number, 733), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, 22. Lands in Charlestown and on line of Fitchburg and Vermont & Mass. R. R. (if. not used for the business of the road, so state), 23. Ottal property purchased [and expended in Vermont & Mass. R. R. improvements on Vermont & Mass. R. R. improvements], 31. Proportion for Massachusetts (including portion of equipment), 32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts (including portion of equipment), 34. Total property and asserts of the company [including Renewal fund], 35. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Leinking and contingent funds, and their purpose [for payment of Vermont & Leinking and contingent funds, and their purpose [for payment of Vermont & Leinking and contingent funds, and their purpose [for payment of Vermont & Leinking and contingent funds, and their purpose [for payment of Vermont & Leinking and contingent funds, and their purpose [for payment of Vermont & Leinking and contingent funds, and their purpose [for payment of Vermont & Leinking and contingent funds, and their purpose [for payment of Vermont & Leinki		
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1. Grading and masonry 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shope, 8. Interest paid during construction, discount, &c., 9. Engineering, agencies, salaries and other expenses during construction, [Expended but not apportioned], 10. Total expended for construction per mile of road built by company, s. 11. Average cost of construction per mile of road built by company, s. 12. Same per mile of single track built by company, not including sidings, 13. Proportion of cost of construction for Massachusetts, 14. Locomotives (number, 41), 15. Snow-plows on wheels (number, 8), 16. Passenger, mail and baggage cars (number, 63), 17. Freight and other cars (number, 733), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, 22. Lands in Charlestown and on line of Fitchburg and Vermont & Mass. R. R. (if. not used for the business of the road, so state), 23. Total property purchased [improvements on Vermont & Mass. R. R.], 30. Total property purchased [improvements], 31. Property in Massachusetts (including portion of equipment), 32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts (including portion of equipment), 34. TOTAL PROPERTY AND ASSETS OF THE COMPANY [including Renewal fund], 35. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], Expenditures Charged to Capital Account during the Year		
2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shope, 8. Interest paid during construction, discount, &c., 9. Engineering, agencies, salaries and other expenses during construction, 10. Total expended for construction, 11. Average cost of construction per mile of road built by company, s. 12. Same per mile of single track built by company, not including sidings, 13. Proportion of cost of construction for Massachusetts, 14. Locomotives (number, 41), 15. Snow-plows on wheels (number, 63), 17. Freight and other cars (number, 733), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, 22. Lands in Charlestown and on line of Fitchburg and Vermont & Mass. R. R. (if. not used for the business of the road, so state), 23. Other property purchased [improvements on Vermont & Mass. R. R. (if. not used for the business of the road, so state), 24. Other property purchased [improvements on Vermont & Mass. R. R. (inprovements), 3. Proportion for Massachusetts (including portion of equipment), 3. Property in Massachusetts (including portion of equipment), 3. Proportion for Massachusetts (including portion of equipment), 3. Proportion for Massachusetts of THE COMPANY [including Renewal fund], 3. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], Expenditures Charged to Capital Account during the Year	0,000 00	0
3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 74. Machine shope, 75. Machine shope, 76. Interest paid during construction, discount, &c., 76. Engineering, agencies, salaries and other expenses during construction, 76. Expended but not apportioned], 76. Total expended for construction, 77. Interest paid during construction, 78. Same per mile of single track built by company, a. 79. Same per mile of single track built by company, not including sidings, 79. Proportion of cost of construction for Massachusetts, 79. Total for equipment, 79. Total for equipment, 79. Total for equipment, 79. Total for equipment, 79. Total for equipment, 79. Total for equipment, 79. Total for equipment, 79. Total for equipment, 79. Total for equipment, 79. Total for equipment, 79. Total for equipment, 79. Total property purchased [improvements on Vermont & Mass. R. R. (if. not used for the business of the road, so state), 79. Other property purchased [improvements on Vermont & Mass. R. R. in provements], 79. Total property purchased [improvements], 79. Total property purchased [ind expended in Vermont & Mass. R. R. improvements], 79. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 79. Proportion for Massachusetts (including portion of equipment), 79. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 79. Total Property in Massachusetts (including portion of equipment), 79. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 79. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], 70. Expenditures Charged to Capital Account during the Year	0,000 00	
4. Land, land damages and fences. 5. Passenger and freight stations, wood-sheds and water stations. 6. Engine-houses, car-sheds and turn-tables. 7. Machine shope. 8. Interest paid during construction, discount, &c., 9. Engineering, agencies, salaries and other expenses during construction, [Expended but not apportioned], 10. Total expended for construction per mile of road built by company. 11. Average cost of construction per mile of road built by company. 12. Same per mile of single track built by company, not including sidings. 13. Proportion of cost of construction for Massachusetts, 14. Locomotives (number, 41), 15. Snow-plows on wheels (number, 8), 16. Passenger, mail and baggage cars (number, 63), 17. Freight and other cars (number, 733), 18. Machinery and tools, 19. Total for equipment, 19. Average cost of equipment per mile of road operated by company, 11. Proportion for Massachusetts, 12. Lands in Charlestown and on line of Fitchburg and Vermont & Mass. R. R. (if. not used for the business of the road, so state), 19. Total property purchased [improvements on Vermont & Mass. R. R.], 10. Total property purchased [improvements on Vermont & Mass. R. R. improvements], 11. Proportion for Massachusetts (including portion of equipment), 12. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 13. Proportion for Massachusetts, 14. Total Property AND ASSETS OF THE COMPANY [including Renewal fund], 15. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], 16. Expenditures Charged to Capital Account during the Year	0,000 00	0
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EQUIPMENT. 14. Locomotives (number, 41) 15. Snow-plows on wheels (number, 6), 16. Passenger, mail and baggage cars (number, 63), 17. Freight and other cars (number, 733), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts,* 22. Urnchased and on Hand, not included in the business of the road, so state), 23. Lands in Charlestown and on line of Fitchburg and Vermont & Mass. R. R. (if. not used for the business of the road, so state), 24. Other property purchased [improvements on Vermont & Mass. R. R.], 35. Total property purchased [including portion of equipment), 36. Total property in Massachusetts (including portion of equipment), 37. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 38. Proportion for Massachusetts, 39. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], Expenditures Charged to Capital Account during the Year	,,,,,,,	
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14. Locomotives (number, 41), 15. Snow-plows on wheels (number, 6), 16. Passenger, mail and baggage cars (number, 63), 17. Freight and other cars (number, 733), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, 22. Property Purchased and on line of Fitchburg and Vermont & Mass. R. R. (if. not used for the business of the road, so state), 23. Other property purchased [improvements on Vermont & Mass. R. R.], 33. Total property purchased [including portion of equipment), 34. Total property in Massachusetts (including portion of equipment), 35. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 36. Total PROPERTY AND ASSETS OF THE COMPANY [including Renewal fund], 36. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], Expenditures Charged to Capital Account during the Year	.,	-
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16. Passenger, mail and baggage cars (number, 63), 17. Freight and other cars (number, 733), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, 22. Lands in Charlestown and on Hand, not included and Vermont & Mass. R. R. (if. not used for the business of the road, so state), 23. Other property purchased [improvements on Vermont & Mass. R. R.], 24. Total property purchased [and expended in Vermont & Mass. R. R. improvements], 25. Whole amount of Permanent investments, 26. Total property and asserts (including portion of equipment), 27. Whole amount of Permanent investments, 28. Total property and asserts of the company [including Renewal fund], 28. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], Expenditures Charged to Capital Account during the Year	0,000 00	0
17. Freight and other cars (number, 733), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, 22. Property Purchased and on Hand, not included in the foregoing and Vermont & Mass. R. R. (if. not used for the business of the road, so state), 23. Other property purchased [improvements on Vermont & Mass. R. R.], 24. Total property purchased [and expended in Vermont & Mass. R. R. improvements], 25. Whole amount of permanent investments, 26. Total property and assers of the company [including Renewal fund], 27. Whole amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], 28. Expenditures Charged to Capital Account during the Year	5,000 00	
18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, 22. Property Purchased and on Hand, not included in the Foregoing Accounts. 22. Lands in Charlestown and on line of Fitchburg and Vermont & Mass. R. R. (if. not used for the business of the road, so state), 23. Other property purchased [improvements on Vermont & Mass. R. R.], 33. Total property purchased [and expended in Vermont & Mass. R. R. improvements], 34. Property in Massachusetts (including portion of equipment), 35. Whole amount of Permanent investments, 36. Total property and assets of the company [including Renewal fund], 36. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], Expenditures Charged to Capital Account during the Year	5,000 O	
19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, 22. Proportion for Massachusetts, 23. Lands in Charlestown and on line of Fitchburg and Vermont & Mass. R. R. (if. not used for the business of the road, so state), 29. Other property purchased [improvements on Vermont & Mass. R. R.], 30. Total property purchased [and expended in Vermont & Mass. R. R.], 31. Property in Massachusetts (including portion of equipment), 32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts, 34. TOTAL PROPERTY AND ASSETS OF THE COMPANY [including Renewal fund], 35. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], Expenditures Charged to Capital Account during the Year	0,000 0	
20. Average cost of equipment per mile of road operated by company,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	410,000 0
erated by company, 21. Proportion for Massachusetts, 22. Property Purchased and on Hand, not included in the foregoing Accounts. 23. Lands in Charlestown and on line of Fitchburg and Vermont & Mass. R. R. (if. not used for the business of the road, so state), 23. Other property purchased [improvements on Vermont & Mass. R. R.], 30. Total property purchased [and expended in Vermont & Mass. R. R. improvements], 31. Property in Massachusetts (including portion of equipment), 32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts, 34. Total property and assets of the company [including Renewal fund], 35. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], Expenditures Charged to Capital Account during the Year		120,000
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 28. Lands in Charlestown and on line of Fitchburg and Vermont & Mass. R. R. (if. not used for the business of the road, so state), 29. Other property purchased [improvements on Vermont & Mass. R. R.], 30. Total property purchased [and expended in Vermont & Mass. R. R. improvements], 31. Property in Massachusetts (including portion of equipment), 32. Whole amount of Permanent Investments, 33. Proportion for Massachusetts, 34. Total property and assets of the company [including Renewal fund], 35. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], Expenditures Charged to Capital Account during the Year	2,251 20	8
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 28. Lands in Charlestown and on line of Fitchburg and Vermont & Mass. R. R. (if. not used for the business of the road, so state),	0,000 0	
ED IN THE FOREGOING ACCOUNTS. 28. Lands in Charlestown and on line of Fitchburg and Vermont & Mass. R. R. (if. not used for the business of the road, so state),	•	
28. Lands in Charlestown and on line of Fitchburg and Vermont & Mass. R. R. (if. not used for the business of the road, so state). 29. Other property purchased [improvements on Vermont & Mass. R. R.],		
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the business of the road, so state), 29. Other property purchased [improvements on Vermont & Mass. R. R.], 30. Total property purchased [and expended in Vermont & Mass. R. R. improvements], 31. Property in Massachusetts (including portion of equipment), 32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts, 34. TOTAL PROPERTY AND ASSETS OF THE COMPANY [including Renewal fund], 35. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], 6 Expenditures Charged to Capital Account during the Year		
29. Other property purchased [improvements on Vermont & Mass. R. R.], 30. Total property purchased [and expended in Vermont & Mass. R. R. improvements], 31. Property in Massachusetts (including portion of equipment), 32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts, 34. TOTAL PROPERTY AND ASSETS OF THE COMPANY [including Renewal fund], 35. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], Expenditures Charged to Capital Account during the Year	3,171 5	5
30. Total property purchased [and expended in Vermont & Mass. R. R. improvements],	,,,,,,,	
30. Total property purchased [and expended in Vermont & Mass. R. R. improvements], 31. Property in Massachusetts (including portion of equipment), 32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts, 34. TOTAL PROPERTY AND ASSETS OF THE COMPANY [including Renewal fund], 35. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], Expenditures Charged to Capital Account during the Year	7,187 90	6
mont & Mass. R. R. improvements], 31. Property in Massachusetts (including portion of equipment), 32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts, 34. TOTAL PROPERTY AND ASSETS OF THE COMPANY [including Renewal fund], 35. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], Expenditures Charged to Capital Account during the Year	,,20. 0.	•
31. Property in Massachusetts (including portion of equipment). 32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts, 34. TOTAL PROPERTY AND ASSETS OF THE COMPANY [including Renewal fund], 35. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], Expenditures Charged to Capital Account during the Year		330,359 5
of equipment),		,
33. Proportion for Massachusetts, 34. TOTAL PROPERTY AND ASSETS OF THE COMPANY [including Renewal fund], 35. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds], 6 Expenditures Charged to Capital Account during the Year		_
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY [including Renewal fund],		4,559,000 7
[including Renewal fund], 35. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds],	9,000 7 1	1
35. Amount of sinking and contingent funds, and their purpose [for payment of Vermont & Mass. R. R. bonds],		
their purpose [for payment of Vermont & Mass. R. R. bonds],		5,152,001 6
Expenditures Charged to Capital Account during the Year		
Expenditures Charged to Capital Account during the Year		•
	3,000 00	U
Ib. Any other expenditures charged to capital account and		
	cify-	
ing same:—	ŀ	A 0.1.400.4
Expended but not apportioned,	•	\$68,432 1
Improvements on Vermont & Mass. R. R.,	•	37,187 9
Real estate,	•	67,334 1 172,954 2

^{*}Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

a Same per mile of road owned, \$40,919.86.

17. Property sold and credited capital account,	\$172,954 23
18. Net addition to permanent investments for the year,	\$172,954 23
Revenue for the Year.	
1. Receipts from local passengers on roads operated by this	A E 10 040 C
company,	\$512,940 6
operated by this company,	131,144 54
3. Receipts from passengers over other roads as tolls, or for use	
of cars of this company,	33,463 5
5. Receipts for mails,	19,033 4
6. Total receipts from passenger department,	696,582 2
7. Receipts from local freight on roads operated by this company,	591,327 6
8. Receipts from freight from and to other roads over roads	001,027 0
operated by this company,	340,702 9
9. Receipts from freight over other roads as tolls, or for use of	
cars of this company, 10. Total receipts from freight department,	932,030 59
11. Receipts as rents for use of road and equipment, when	000,000 0
_ leased,	
12. TOTAL EARNINGS,	1,628,612 8
13. Per mile of road operated a [3 mos., 93.32 miles; 9 mos., 182.12 miles],	
14. Per mile of road operated,—computed as single	
track, not including sidings a [3 mos., 144	
miles; 9 mos., 232.80 miles],	
15. Per train mile, 1.764 16. Proportion for Massachusetts, 1,533,189 45	
17. Income from other roads,	_
18. Income from rent of property other than road and equip-	
ment, specifying same,	-
sinking funds, investments in stocks, bonds, steamboat	
property, transportation lines, &c., specifying same)	40.044.7
[premium on bonds sold],	19,644 50 1,648,257 3
21. Percentage of income to capital stock and debt, . 38.39	1,010,207 3
22. Percentage to means applied to construction, equip-	
ment, &c.,	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating	
expenses).	
1. Repairs of road, exclusive of bridges and new rails,	\$220,641 6
2. New iron rails, deducting old rails sold (number of miles, weight per yard, 56 to 62 lbs.),*	61,374 8
3. Steel rails, deducting old rails sold (number of miles,	01,014 0
weight per yard,),	
4. Repairs of bridges,	20,661 45
5. Repairs of buildings and fixtures (station),	60,695 00 8,534 01
7. Repairs of fences, road crossings, and signs,	7,611 2
8. Total,	379,518 1
9. Proportion of same to passenger department, † \$162,325 63	
10. Proportion of same to freight department, † 217,192 52 11. Of the above total there was expended for other than ordi-	
nary repairs,	-

[•] Including labor and materials in new sidings.

† Computed on gross receipts from passenger and freight departments.

G Operated Vermont & Mass. R. R. and Troy & Greenfield R. R., from Jan. 1, 88.8 miles.

=		
	CLASS 2.—General Traffic Expenses.	
1.	Taxes, State and local,	\$102,110 36
2.	General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4.	48,556 58
3.	Insurance premiums and losses by fire and damages for fires	
	set by engines,	13,231 72
	Repairs of locomotives,	73,034 35
5.	Repairs of snow-plows,	-
6.	New locomotives (charged to operating expenses),	-
7.	New snow-plows (charged to operating expenses),	r cor 10
٥.	Removing ice and snow,	5,835 16
9.	Fuel-6,537 cords of wood, cost \$33,804.19; 16,671 tons of	184 949 09
10	coal, cost \$131,037.88,	164,842 07
	Oil and waste,	12,934 63
	Switchmen, watchmen, flag and signal men,	32,771 39
	Telegraph expenses.	1,408 65
14.	TOTAL,	454,724 91
15.	Proportion belonging to passenger department,* \$194,492 69	
16.	Proportion belonging to freight department, 260,232 22	
		•
	CLASS 3.—Passenger-Train Expenses.	
1.	Repairs of passenger, mail and baggage cars,	48,181 13
2.	New passenger, mail and baggage cars (charged to operat-	
_	ing expenses),	
	Damages and gratuities, passenger,	2,803 47
	Salaries, wages and incidentals of passenger department,	126,636 88
5.	Amount paid other corporations or individuals not operating	
	roads, for use of passenger cars, and repairs of same, t	189 601 40
6.	TOTAL,	177,621 48
	CLASS 4.—Freight-Train Expenses.	
1.	Repairs of freight cars,	. 75,655 78
	New freight cars charged to operating expenses,	-
	Damages and gratuities, freight,	4,104 27
	Salaries, wages and incidentals of freight department,	167,840 95
	Paid corporations or individuals not operating roads for use	•
	of freight cars,	-
6.	_ TOTAL,	247,601 00
7.	TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN	
_	CLASSES 1, 2, 3, 4,	1,259,465 54
8.	Per mile of the road operated [3 mos., 93.32 miles;	
^	9 mos., 182.12 miles],	
9.	Per mile of single track operated, not including	
10	sidings [3 mos., 144 miles; 9 mos., 232.80 miles], 5,980 37	
	Per train mile,	
	Proportion for Massachusetts, 1,242,787 97 Percentage of expenses to income,	
	1 of contage of expenses to modifie,	
	Net Income, Dividends, &c.	
1.	TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$3 88, 79 1 79
	Amount paid other companies as rent for use of road, speci-	V - · · /
	fying each company, the amount, and basis on which rent	
	is computed,—	
	Balance of rent account,	27,219 71
	[This company has received rent for use of Brattleboro	-
	Branch and use of track between Fitchburg and Ash-	
	burnham, and the company has paid rent to Vermont &	
	Mass. R. R. under its lease of that road, and also rent of	
•	Troy & Greenfield R. R.]	
ა.	Net income above operating expenses and amount paid for rent	261 570 00
	of roads,	361,572 08

Computed on gross receipts from passenger and freight departments.
 As the Pullman, Wagner or other drawing-room and sleeping-cars.

4. Percentage of same to capi	ital si	tock :	and d	lebt.			. 8.	42		
5. Percentage to total means						ì,		_		
equipment, &c.,	· .						. 7.	93	_	
6. Paid for interest,	. •,	:	•	•		• .	•		\$16,272	
7. Dividends declared, 8 per c8. Date of last dividend declared	ent. 1	or th	e yea	ır, aı	mot	ınt,	•	•	320,000	
9. Balance for the year, or sur			•	•		•	•		July 1, 18 25,299	67
10. Surplus at commencement			r	:		:	:	:1	531,378	
Total surplus [inclust]	ıding	Ren	ewal						556,678	
12. Paid to sinking funds in ha	nds	of tru	ıstee	в, .		•	•	•	7,000	00
Receipts, Expenses, Net Earning	gs, &c	., of	Passe	mger	De	partr	neni	:		
1. TOTAL RECEIPTS from Pass		r Deg	artn	ent,	88	per '	'Re	v-	A 000 500	
enue for the Year," No. (2. (Total receipts per train m		1 449		•		•	•	•	\$ 696,582	24
3. Expenses, proportion of "A	fainte	nance	of M	an a	nd	Build	lina	,,,		
Ol 1 N- O				-			-		162,325	63
4. Expenses, proportion of "Class 2, No. 15,	Gene	ral I	raffic	Exp	ens	es," E	ь вр	er	•	
Class 2, No. 15,	. 17	•	, .	.	O1 -		NT -	انم	194,492	
5. Expenses, "Passenger-Train 6. Total expenses,	ı Exp	enses,	" 24.8	per	CIA	58 J,	NO.	٥,	177,621 534,439	
7. (Total expenses per train n	aile. S	81.11 1	ເ.) ໍ	•		•	•		004,405	00
8. NET EARNINGS,									162,142	44
9. (Net earnings per train mil	e, \$ 0.	.337.)						ı	-	
Receipts, Expenses, Net Earni	ngs. i	Bon. o	f Pro	iøht	Der	nertm	ent			
	•	-		_	_					
1. Total receipts from Freig for the Year," No. 10, .	пгъе	paru	шепт	, as j	per	" Re	ven	ie	\$932,030	50
2. (Total receipts per train mi	ile. 🕏	2.110.) .	•		•	•	1	φου,	00
3. Expenses, proportion of "M	laint e	nance	of W	ay a	nd .	Build	linge	,"		
as per Class 1, No. 10, . 4. Expenses, proportion of " Class 2, No. 16,	٠.		· -:	٠.		٠	•		217,192	52
4. Expenses, proportion of "	Gener	rai I	rajjic	Exp	ens	ce," a	вр	er	260,232	00
5. Expenses, "Freight-Train I	Trnen.	808 " s	e ne	r Cis	ARR A	i No			247,601	
6. Total expenses,	mpen.	•••, •	as po		. 00	•, 110	. u,		725,025	
7. (Total expenses per train n	ıile, 🕻	1.641	.)						,	
8. NET EARNINGS,	•	•		•		•	•	•	207,004	85
9. Net earnings per train mile	, ≱∪.4	09.)								
General Balance Sheet a	t Clos	ing o		ount	ı, S	epten	per	8 0,	1874.	
Grading and masonry,						\$800.	,000	00		
Bridging,						450	•			
Superstructure and rails, .		-		•	•	920				
Land, land damages and fences	. •	•	•	·	•	740,				
Depots, wood-sheds and water	•	· ·	•	•	•	300.				
-				•	•				•	
Engine-houses, turn-tables and	CMT-6	шешь,	•	•	•	180,				
Engineering,	•	•	•	•	•	•	000			
Locomotives and snow-plows,	•	•	•	•	•	150,				
Passenger, baggage and mail ca	118,	•	•	•	•		000			
Freight and other cars, .	•	•	•	•	•	175,				
Machinery, shops and tools,.	•	٠	•	•	•	200,	,000	00		_
		_	_		-			—	\$4,000,000	
Construction and equipment ne		-	•		•	•	•		. 228,641	
Improvements Vermont & Mas	sacht	18etts	Rail	road	ι, .	•	•		. 37,187	96
Amount carried forward,									. \$4,265,829	16

									-		L
Amount bro	uakt	foru	ard.					_			. \$4,265,829 16
Stock materials,	•			•	-	•	•	•	\$134,867		. 4.,
New iron rails,		•	•	•	•	• •	•	•	55,060		
21011 Hom runny	•	•	•	•	•	•	•	٠.		-	189,927 84
Wood,									\$29,308	00	
Coal,									56,455		
	-	-	•	-	-	•	•	Ĭ.			85,763 00
Cash,	•								\$7,086	85	·
Lancaster Railro	ıd,					•	•		700	00	
Lancaster Railro	ad bo	nds,							4,625	00	
New London Nor	herr	Rai	lrosc	l boı	nds.				12,068	36	
Repairs of Troy	& Gr	eenf	ield I	Railr	oad.				8,925	87	
Passenger and fi						cted	freid	zht	•		
bills and conne									16,284	72	
		,					,	•			49,710 80
Real estate, .					٠.						293,171 55
Sinking fund, .										,	. 63,000 00
Notes receivable,											. 204,599 29
Suspense account											. 17,413 09
	•										
											\$5,169,414 73
					Cı	3.					•
Capital stock,									\$4,000,000	00)
Bonds,									500,000		
Profit and loss.									537,03		
Unclaimed divide	nds.		•					•	6,99		
Bond coupon No.		_		r 1. 1	1874.	•	•	·	17,50		
Vermont & Massa	•			•	•	-	-	•	79,69		
Renewal fund,						Ī	•	•	19,64		
Passenger and fre	ioht	erro	nnt l	halaı	nces	•	•	٠	8,549		
Taxongor und 20	-6	4 000	· uni	Juliu	1000,	•	•	•			\$5,169,414 73
											40,100,111 1
								T			
I	escri	ption	of B	load.							
1. Date when th	e ro	ad o	r po	rtio	ns th	ereof	wer				
opened for From Boston	publ	ic us	е,—								40
From Boston	to w to Co	aitn	am, ∾l	•	•	•	•		Dec. 20 June 17	, 18	43. 44
"	to Fi	tchb	urg,	:	:	: .	:		March 5	i. 18	45.
2. Length of ma	ain l	ine (of ro	ad [from	Bost	ion t	0		,	
Fitchburg]	. *	٠.	•	· . ¯	:-	٠.	•	\cdot	50 miles		
Length of ma	in lii	1e of	roac	i in	Mass	sachu	ısette	3,	50 miles	•	
In other Stat 3. Length of lin	es, Awi	th t	rack	laid	if r	· han	ie no		-		-
completed,				•	,				_		-
4. Length of dot						,			50 miles		
5. Branches own	ed b	y cor	mpan	ıy:-	- - 4	able :	4ma = 1:	_]			
Freight and l	100 1	. UA	91.168	·ww)	ц, аот		. Take i	',	.68 mi	le	
Watertown B	ranc	h, siı	ngle 1	tracl	k, len	gth.	•		6.60 mi		
Lancaster an	l St	erlin	gan	d M	larlbo	řo, í	singl	е			
track, lengt	h,			•	j. 1	41.	•		12.42 mi		
Peterboro & 8 6. Total length	of h	ranci	hean	DBIJ Onwe	k, 161	ugtu,	nanz	,	23.62 mi	168.	43.32 miles.
7. Total length of	f br	anch	es ov	vned	by c	ompa	ny i	'n			TOWN MILES.
Massachuse			•	•			•				33.95 miles.
								- 1			

^{*} Lengths in all cases to be given in miles and decimals.

O Takal langth of branches around by company in	
8. Total length of branches owned by company in	9.37 miles.
other States [New Hampshire],	
9. Length of double track on branches,	.68 mile.
10. Total length of road belonging to this com-	00.00 11
pany,	93.32 miles.
11. Aggregate length of sidings and other tracks	
not above enumerated,	40.53 miles.
12. Same in Massachusetts,	39.18 miles.
13. Aggregate length of tracks belonging to this	
company, computed as single track,	184.53 miles.
14. Same in Massachusetts,	173.81 miles.
15. Total length of steel rails in tracks belonging	
to this company,	
(Weights per yard, lbs.)	
16. Total length of steel-top rails in tracks belong-	
ing to this company	4 miles.
ing to this company,	4 miles.
(Weights per yard, 60 lbs.)	
17. Number of spans of bridges of 25 feet and up-	01
wards,	21
18. Number of iron bridges (aggregate length, feet),	
19. Number of wooden bridges (aggregate length,	
7,496 feet,)	51
20. Bridges built within the year,	None.
21. Number of crossings of highways at grade, .	125
22. Number of crossings of highways over railroad,	20
23. Number of crossings of highways under rail-	
road,	7
24. Number of highway bridges 18 feet above track,	
25. Number of highway bridges less than 18 feet	
above track,	20
26. Number of crossings at which gates or flagmen	
are maintained,	42
27. Number of crossings at which there are neither	
gates nor flagmen,	83
28. Number of railroad crossings at grade, specify-	
ing each:—	
[Boston & Maine, Eastern, Grand Junction,	
Framingham & Lowell, Worcester & Nashua,	
main road and P. & S. Branch, Boston, Clin-	~
ton & Fitchburg],	7
29. Number of railroad crossings over other railroads,	
specifying each,	
30. Number of railroad crossings under other rail-	_
roads, specifying each [Boston & Lowell], .	1 -
B	
ROADS BELONGING TO OTHER COMPANIES, OPER-	
ATED BY THIS COMPANY UNDER LEASE OR CON-	
TRACT.	
31. Name, description and length of each,—	
Vermont & Mass. R. R., Fitchburg to Green-	
field, length,*	56 miles.
Turner's Falls Branch, Deerfield to Turner's	
Falls, length,	2.80 miles.
Troy & Greenfield R. R., Greenfield to Hoosac	
Tunnel, length,	30 miles.
32. Total length of above roads,	88.80 miles.
33. Total length of above roads in Massachusetts, .	88.80 miles.
34. Total length of above roads in other States,	
specifying each,	1
35. Total miles of road operated by this company:	ſ
Prior to January 1, 1874,	93.32
Since January 1, 1874,	182.12

^{*} Lengths to be given in miles and decimals.

36. Total miles of road operated by this company in Massachusetts,		172.75
37. Number of stations on all roads operated by		
this company,	75	
38. Same in Massachusetts,	72	
39. Miles of telegraph on line of road operated by	***	
this company,	179	
40. Miles of telegraph owned by this company,	-	_
11. Number telegraph offices in company's stations,	17	
12. Number of telegraph stations operated by this		
company,	7	
13. Number of telegraph stations operated jointly	•	
43. Number of telegraph stations operated jointly by railroad and telegraph company,	1	

Rolling Stock.

		Total number.	Value.	Per mile road operated.
	Locomotives (average weight of engines in working order, 28 tons),	} 54	\$444,500 00	.29
2.	Tenders (average weight of tenders full of fuel and water, 18 tons),	56	56,000 00	.29
	Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 42 feet.	,		
4.	Total length of heaviest engine and tender over all, 51 feet.			
5.	Snow-plows (average weight, 17 tons),	10	14,200 00	-
	Passenger cars (average weight, 16 tons),	69	245,750 00	.37
7.	Mail and baggage cars (av. weight, 111 tons), .	20	34,950 00	.10
8.	8-wheel box freight cars (av. weight, 81 tons), .	337	193,450 00	1.85
	4-wheel box freight cars (av. weight, 4½ tons), .	205	66,625 00	1.12
	8-wheel platform cars (av. weight, 71 tons), .	508	257,100 00	2.79
	4-wheel platform cars (av. weight, 3\frac{3}{4} tons), .	37	10,175 00	-
12.	Other cars (coal, gravel, &c.),	90	27,000 00	.49
13.	Total value, a		\$1,349,750 00] ;
14.	Total freight cars, including coal, &c., on a basis of 8 wheels,	1,011	_	5.55
15.	Number of locomotives equipped with train	1,011		0.00
	brakes,	27	-	-
16.	Number of cars equipped with train brakes, (Kind of brake, Westinghouse.)	89	-	-
17.	Number of passenger cars with Miller platform and buffer,	69	_	_

a Including equipment leased of Vermont & Mass. R. R. Co., valued at \$327,750.

	Mileage, Traffic, &c.		
1.	Miles run by passenger trains,	481,179	
	Rate of speed of express passenger trains, in-	,	
	cluding stops,	26 miles per hour.	
3.	Rate of speed of accommodation trains, includ-	-	
	ing stops,	22 miles per hour.	
	Miles run by freight trains,	423,596	
5.	Rate of speed of express freight trains, includ-	10 . 1	
	ing stops,	10 miles per hour.	
0.	Rate of speed of accommodation freight trains,	88 miles ner haur	
7	including stops,	8 miles per hour.	
••	poses [wood, gravel, and snow],	18,104	
8.	Total train miles run,	922,879	•
	Number of through passengers (whole length	,	
	of road),	• 19,029	
	Number of local passengers (over part of road),	2,217,6 60	
	Total number of passengers carried,	2,236,089)
12.	Total passenger mileage, or passengers carried	22 22 4 22	
19	one mile,	29,304,024	ı
	Passenger mileage to and from other roads, Number of tons carried,	5,830,239 965,796	
	Total freight mileage, or tons carried one mile,	21,548,190	1
	Freight mileage to and from other roads,	12,772,785	,
	Highest rate of fare per mile, for any distance,	10 cents.	
	Lowest rate of fare per mile, for any distance,		
	(single fare),	1 cent.	
19.	Average rate of fare per mile (not including		
	season tickets) received from passengers on	0.505	
0 0	roads operated by this company,	2.505 cents.	
20.	Average rate of fare per mile received from passengers to and from other roads,"	2.249 cents.	
21.	Average rate of fare per mile for season-ticket	2.240 conta	
	passengers, reckoning one round trip per		
	day to each ticket t	.999 cent.	
2 2.	Average rate of fare per mile for all passengers,	2.194 cents.	
23.	Highest rate of freight per ton per mile, for		
04	any distance,	50 cents.	
24.	Lowest rate of freight per ton per mile, for	1 cent.	
25.	Average rate of freight per ton per mile on	I cont.	
	roads operated by this company,	6.73 cents.	
2 6.	Average rate of freight per ton per mile to and		
	from other roads,*	2.73 cents.	
2 7.	Average number of cars in passenger trains,		
•••	including baggage cars,	4.24	
28.	Average number of cars in freight trains (basis	10	
90	of 8 wheels),	16	
20.	locomotive and tender, in working order, ex-		
	clusive of passengers,	110 tons.	
3 0.	Average weight of freight trains, including		
	locomotive and tender, in working order, ex-	•	
	clusive of freight,	174 tons.	
31.	Number of persons regularly employed by com-	1.050	
	pany, including officials,	1,050	

^{*} After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give
the rate on such basis.

Classification of Business.	
Passengers.	
1. Passengers coming from other States,*	6,048
2. Passengers going to other States,*	6,537
3. Passengers travelling only within this State,	2,223,504
4. Total season-ticket passengers (round trip)	224,317
5. Passengers to Boston (including sesson).	826,908
6. Passengers from Boston (including season).	808,700
7. Season-ticket passengers to and from Boston (one round trip)	-
daily),†	424,268

^{*} Apply only to roads crossing the State line.
† Apply only to the roads terminating in Boston.

FREIGHT IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal,	-	1,294	76,129.150	68,448.070	-
2. Bituminous coal	_	· -	12,984.250	12,487.415	_
8. Petroleum,	-	6.500	2,396.750	1,186.490	1,167.835
4. Railroad iron, including steel	1	i	1	l	
and steel-capped rails,	_	-	1,122.295	460.655	575.760
5. Castings and other iron, .	7.800	58.900	20,929.128	9,853.430	8,070.524
6. Other metals,	-	4.800	464.209	876.500	42.119
7. Iron and other ores,	-	-	623.061	- 1	-
8. Stone and brick,	2,006	55.150	54,400.189	2,999.100	88,066.617
Lime, cement and sand,		827.800	15,064.977	4,064.759	7,162.250
0. Lumber,	77.956	84.965	50,679.179	12,637.457	15,912.427
1. Ice,	-		145,259.960		145,256.960
2. Live stock,	16	80,800	87,021.689	725.725	1,134.575
3. Dressed carcasses, smoked					
and salted meats,	-	8.240	2,472.186	845.055	1,332.681
4. Flour,	18.200	201.300	7,887.200	2,177.500	1,357.600
5. Grain,	34.260	532.805	42,059.794	383.807	17,787.874
6. Other agricultural products,	14.610	1.160	66,011.297	-	60,906.095
7. Manufactures not included				l	
above,*	583.400	164.400	68,724.668	7,708.456	36,547.852
8. Merchandise,*.	270.200	1,712.150	128,894.418	62,532.022	18,560.039
9. Other articles,	654.500	47.060	211,112.740	2,381.430	8,659.125
0. Total tons carried,	3,627.926	4,523.930	943,687.035	184,217.871	362,540.333

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

List of Accidents in Massachusetts.

			FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		То	TAL.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			_	_	_	1	-	1
Employés, .			-	3	1	4	1	. 7
Others, .	•	•	-	-	8	11	8	11

Statement of each Accident.

Norember 12, 1873.—James Hendry was struck by the rear of an ice train near the Brickyards and slightly injured while walking on the track.

[†] Apply only to the roads terminating in Boston.

November 20.—E. S. Richardson, brakeman, was severely injured at Waltham while shackling cars.

Norember 20.—A. F. Day, brakeman, fell from a gravel car at Concord Turnpike and received fatal injuries.

February 25, 1874.—Hugh McGinniss was fatally injured at Belmont while attempting to cross the track in front of an approaching train.

March 4.—Frank E. Puffer climbed upon the top of the baggage car of a passenger train and was struck by a bridge and killed. He was intoxicated.

April 14.—Peter Jennings was fatally injured near Prospect Street while walking upon the track.

April 18.—Paul De Vere was slightly injured by a passing train near Concord Turnpike while walking on the track.

April 22.—Michael F. Gleason was run over and killed between the Chemistry and Bleachery while lying on the track.

April 29.—John Cooper was struck by an engine near Cambridge station and slightly injured while walking on the track.

May 2.—Michael Conly fell upon the track at Cambridge in attempting to get upon a train in motion. His fingers were crushed under the wheels of a car.

May 7.—Charles Kennison was killed, and his son injured, at Somerville station, in attempting to drive across the track in front of an approaching engine.

May 22.—A boy, named Patrick Noonan, was severely injured at Gardner in attempting to get upon a car which was being run upon a turnout.

May 30.—Michael Howe was slightly injured between Charlestown and Prospect Street by a passing train, while walking upon the track.

June 27.—Rev. Stephen Harris was killed at Athol in attempting to drive across the track in front of an approaching train.

July 11.—Jerome Coffin had his foot run over by a car at Boston while lying with one foot on the rail. He was intoxicated.

July 13.—The paymaster's train left the track near a bridge over the highway west of Shelburne Falls. Mrs. William H. Swift was fatally injured, Miss Annie Wood, John Webster, Assistant-Roadmaster, Edwin Warren, engineman, and Fred. Rich, fireman, were severely injured, and Thomas Whittemore, Paymaster, was slighly injured.

August 25.—Daniel Sheehan received injuries which resulted fatally while coupling cars in Charlestown yard.

September 5.—Martin Pool was slightly injured at Medford Street, Somerville, by being struck by a passing train and thrown into the sewer, while walking beside the track.

September 8.—W. J. Tuttle, Freight Conductor, had an arm broken at Ayer Junction while coupling cars.

September 18.— —— Hagenlough was slightly injured near Belmont station by jumping or falling from the platform of a car on an express train in motion.

September 20.—Frederick Pickel was killed at Buckland in attempting to get upon a gravel train in motion.

September 21.—Alfred Murray, Jr., a boy about five years old, was run over and killed near Parker's station, while playing on the track.

WM. B. STEARNS, P. B. BRIGHAM, SETH BEMIS, ROBERT CODMAN,

[Jan.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 27, 1874. Then personally appeared Robert Codman, and made oath to the truth of the foregoing statement by him subscribed.

WM. B. STEARNS, Justice of the Peace.

COMMONWEALTH OF MASSACRUSETTS.

SUFFOLK, Ss. November 27, 1874. Then personally appeared Wm. B. Stearns, P. B. Brigham and Seth Bemis, and severally made oath to the truth of the foregoing statement by them subscribed.

ROBERT CODMAN, Justice of the Peace.

Name and Residence of Officers.

William B. Stearns, President, Boston (office in Boston); Mason D. Benson, Treasurer, Cambridge (office in Boston); Charles L. Heywood, Superintendent, Belmont (office in Boston); John Adams, Assistant-Superintendent, Boston (office in Boston); C. H. Comer, Assistant-Superintendent, Fitchburg (office in Fitchburg).

Directors.—William B. Stearns, Boston; Alvah Crocker, Fitchburg; Peter B. Brigham, Boston; Seth Bemis, Newton; Robert Codman, Boston.

Proper Address for the Company.

FITCHBURG RAILROAD COMPANY, Boston, Mass.

OF THE

FRAMINGHAM & LOWELL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased to and operated by the Boston, Clinton & Fitchburg R. R.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
 Capital stock authorized by charter, Capital stock authorized by votes of company, Capital stock issued (number of shares, 5,110); 	\$1,500,000 00 550,000 00	
amount paid in,	511,000 00	,
ber of shares, 15),	796 39	
5. Capital stock, total amount paid in,		\$511,796 39
6. Capital stock paid in per mile of road owned		• ,
by company,	19,594 04	
7. Capital stock paid in, proportion for Massachusetts.*	10 504 04	
8. Capital stock, number of shares issued not en-	19,594 04	
titled to dividends,	_	_
9. Par value of shares, (the average price at which shares were sold.).		
10. Number of stockholders,	202	
11. Amount of stock held in Massachusetts,	505,300 00	
12. Number of stockholders in Massachusetts,	197	
DEBT.		
13. Funded debt, as follows:—		
1st mortgage bonds, due 1891, rate of interest,		
7 per cent.,	500,000 00	
Bonds, due 1882, rate of interest, 8 per cent.,	150,000 00	
Bonds, due 1883, rate of interest, 8 per	130,000 00	
cent.,	52,000 00	
14. Total amount of funded debt,	•	\$702,000 00
15. Unfunded debt incurred for construction,	*******	
equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose,	118,500 00	
and for what,	_	_
17. Other debts—current credit balances, &c.,	72,855 27	
18. Total debt liabilities,	,	191,355 27
	•	\$893,355 27

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

[†] This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

[Jan.

 19. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments (amounting to \$28,178.22), 20. Proportion of same for Massachusetts,* 21. Proportion of same per mile of road, 22. Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same, 	\$865,177 05 865,177 05 33,123 17 Nothing.	
CASH REALIZED, &C. 23. Total cash realized from capital and debt incurred for construction, equipment, &c., . 24. Total amount of income which has been expended (in addition to funds derived from capital and debt) in construction, equipment, and purchase of property, 25. TOTAL MEANS APPLIED TO CONSTRUCTION,	1,326,758 10 Nothing.	
EQUIPMENT AND PURCHASE OF PROPERTY, . 26. Proportion of above for Massachusetts,*	\$1,326,758 10	0
Cost of Road, Equipment and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY. 1. Grading and masonry,	\$ 408,419 17	
2. Bridging,	8,256 00	
3. Superstructure, including rails,	360,413 66	
4. Land, land damages and fences,	129,346 75	
5. Passenger and freight stations, wood-sheds and		
water stations,	22,781 52	
6. Engine-houses, car-sheds and turn-tables,	4,652 65	
7. Telegraph,	3,296 11	
8. Interest paid during construction, discount, &c.	39,823 48	
9. Engineering, agencies, salaries and other expenses during construction,	52,814 44	
Bond discount,	115,055 57	
10. Total expended for construction,	\$1,144,859 3	5
11. Average cost of construction per mile of road	V1,144,000 (A	•
built by company,	43,830 72	
12. Same per mile of single track built by com-	10,000 12	
pany, not including sidings,	43,830 72	
13. Proportion of cost of construction for Massa-	,	
chusetts,*	1,144,859 35	
EQUIPMENT.	l ,	
14. Locomotives (number, 2),	63,400 00	
15. Snow-plows on wheels (number, 1),		
16. Passenger, mail and baggage cars (number, 1),	5,912 00	
17. Freight and other cars (number, 90),	112,750 00	
19. Total for equipment,	182,062 0	n
20. Average cost of equipment per mile of road	105,005	•
operated by company,		
21. Proportion for Massachusetts,*		
Property Purchased and on Hand, not included in the foregoing Accounts. [None.]		
32. Whole amount of permanent investments,	1,326,921 35	
33. Proportion for Massachusetts,	1,326,921 35	
,		

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

44. TOTAL PROPERTY AND ASSETS OF THE COMPANY, 55. Amount of sinking and contingent funds, and their purpose, Nothing.	\$1,355,099 57
Expenditures Charged to Capital Account during the Year.	
4. Land,	\$20,293 97
5. Any other expenditures charged to capital account, specifying same:—	
Bond discount,	2,722 23
Sidings, turnouts, &c., Lowell,	21,049 00 44,065 20
7. Property sold and credited capital account [telegraph line],	30 00
8. Net addition to capital account for the year,	44,035 20
Revenue for the Year.	
[Operated by B. C. & F. R. R.]	
1. Receipts as rents for use of road and equipment, when	\$ 00.447.54
leased,	\$32,447 54 32,447 54
O. TOTAL INCOME,	32,447 54
1. Percentage to capital stock and net debt, 2.36	0.0,1.1
22. Percentage to means applied to construction, equipment, &c., 2.45	
Expenses for the Year.	
[Operated by B., C. & F. R. R. Co.]	
CLASS 2.—General Expenses.	\$1.00% F.C
 Taxes, State and local, General salaries, office expenses and miscellaneous not em- 	\$1,027 56
braced in Classes 3 and 4,	2,174 06
14. TOTAL,	3,201 62
	3,201 62
7. Total expenses,	•
7. TOTAL EXPENSES,	•
Net Income, Dividends, &c. 1. Total net income above operating expenses,	·
Net Income, Dividends, &c. 1. Total net income above operating expenses,	\$29,245 92
Net Income, Dividends, &c. 1. Total net income above operating expenses, and amount paid for rent of roads, 4. Percentage of same to capital stock and debt, 5. Percentage to total means applied to construction,	\$29,245 92
Net Income, Dividends, &c. 1. TOTAL NET INCOME ABOVE OPERATING EXPENSES, 3. Net income above operating expenses, and amount paid for rent of roads, 4. Percentage of same to capital stock and debt, 5. Percentage to total means applied to construction, equipment, &c., 2.20	\$29,245 92 29,245 92
Net Income, Dividends, &c. 1. Total net income above operating expenses, and amount paid for rent of roads, 4. Percentage of same to capital stock and debt, 5. Percentage to total means applied to construction, equipment, &c., 6. Paid for interest.	\$29,245 92
Net Income, Dividends, &c. 1. TOTAL NET INCOME ABOVE OPERATING EXPENSES, 3. Net income above operating expenses, and amount paid for rent of roads, 4. Percentage of same to capital stock and debt, 5. Percentage to total means applied to construction, equipment, &c., 6. Paid for interest, 7. Dividends declared, per cent. for the year, amount,	\$29,245 92 29,245 92
Net Income, Dividends, &c. 1. Total net income above operating expenses, and amount paid for rent of roads, 4. Percentage of same to capital stock and debt, 5. Percentage to total means applied to construction, equipment, &c., 6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared,	\$29,245 92 29,245 92
Net Income, Dividends, &c. 1. Total net income above operating expenses, and amount paid for rent of roads, 4. Percentage of same to capital stock and debt, 5. Percentage to total means applied to construction, equipment, &c., 6. Paid for interest, 7. Dividends declared, per cent. for the year, amount,	\$29,245 92 29,245 92

184 FRAMINGHAM & LOWELL RAILROAD. [Jan.

General Balance Sheet at Closing of Accounts, September 30, 1874.

General Balance Sheet at Closing of Accounts,	September 30,	1874.
Dr.		
Construction,		\$1,323,625 24
Telegraph line,		3,296 11
Cash,		6,833 05
Debts receivable,		21,345 17
Profit and loss,		50,062 09
		\$1,405,151 66
Cr.		4 -,,
Capital,	. \$511,796 39	
Mortgage bonds,	500,000 00	
Coupon notes,	. 202,000 00	
Bills and debts payable,	. 191,355 27	
/		\$1,405,151 66
•		
	1	
Description of Road.		
1. Date when the road or portions thereof were	1	
opened for public use:—	Oct 1 1971	
From Framingham to Lowell,	Oct. 1, 1871.	
to Lowell],*	26.12 miles.	
Length of main line of road in Massachusetts.	All.	
In other States, 3. Length of line with track laid, if road is not	-	-
completed,	Complete.	
4. Length of double track on main line,	None.	
5. Branches owned by company,	None.	
10. Total length of road belonging to this company,		26.12 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	3.34 miles.	
12. Same in Massachusetts,	3.34 miles.	
13. Aggregate length of tracks belonging to this	00.40 !!	
company, computed as single track,	29.46 miles. 29.46 miles.	
14. Same in Massachusetts,15. Total length of steel rails in tracks belonging	25.40 111168.	
to this company,	None.	
(Weights per yard,)		
16. Total length of steel-top rails in tracks belonging to this company,	None.	
(Weights per yard,	Nono.	
17. Number of spans of bridges of 25 feet and up-		
wards,	4	
18. Number of iron bridges (aggregate length, feet),	None.	
19. Number of wooden bridges (aggregate length,	None.	
405 feet),	16	
20. Bridges built within the year,	None.	
21. Number of crossings of highways at grade,22. Number of crossings of highways over railroad,	37 2	
23. Number of crossings of highways under rail-	2	
road,	None.	
24. Number of highway bridges 18 feet above track,	2	
25. Number of highway bridges less than 18 feet	None.	
above track,	140110.	
are maintained,	2	
•		

^{*} Length in all cases to be given in miles and decimals.

27. Number of crossings at which there are neither gates nor flagmen,28. Number of railroad crossings at grade, specify-	35	
ing each,	-	-
roads, specifying each [Fitchburg road at Concord Junction],	1	
30. Number of railroad crossings under other railroads, specifying each,	None.	
39. Miles of telegraph on line of road operated by this company,	26.12	-
41. Number of telegraph offices in company's stations,	-	_
42. Number of telegraph stations operated by this company,	4	
43. Number of telegraph stations operated jointly by railroad and telegraph company,	4	
Rolling Stock.		
[Included in B., C. & F. R. R. report.]		
Mileage, Traffic, &c.		
[Included in report of B., C. & F. R. R. Co.]		

GEO. A. TORREY, H. A. BLOOD, JAMES W. CLARK, HARRISON BLISS, SOLOMON H. HOWE, WILLIAM F. ELLIS, GEO. E. TOWNE,

Directors of the Framingham & Lowell Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. November 14, 1874. Then personally appeared George A. Torrey, H. A. Blood, James W. Clark, Harrison Bliss, Solomon H. Howe, W. F. Ellis, George E. Towne, and severally made oath to the truth of the foregoing statement by them subscribed.

H. A. BLOOD, Justice of the Peace.

Ì

Name and Residence of Officers.

E. P. Carpenter, *President*, Foxboro'; Harrison Bliss, Worcester; H. A. Blood, Fitchburg; George A. Torrey, Fitchburg; George E. Towne, Boston; Lyman Nichols, Boston; S. H. Howe, Bolton; James W. Clark, Framingham; Daniel Wetherbee, Acton; W. F. Ellis, Ashland; Ralph Warner, Boston; P. B. Brigham, Boston; Edward Hastings, Lowell.

Proper Address for the Company.

FRAMINGHAM & LOWELL RAILROAD COMPANY, 17 U. S. HOTEL BLOCK, BOSTON.

2

OF THE

GRAFTON CENTRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[A narrow gauge road.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$30,000 0	
2. Capital stock authorized by votes of company,	30,000 0	0
3. Capital stock issued (number of shares, 294), amount paid in,	29,400 0	n
4. Capital stock paid in on shares not issued	23,400 0	U
(number of shares, 6),	60 0	0
5. Capital stock, total amount paid in,		\$ 29,460 00
6. Capital stock paid in per mile of road owned	0.050.0	0
by company,	9,659 0	2
setts.*	29,460 0	0
8. Capital stock, number of shares issued not enti-	20,100	•
tled to dividends,	None.	
9. Par value of shares, \$100 (the average price at		
which shares were sold,). [No sales.] 10. Number of stockholders,	54	
11. Amount of stock held in Massachusetts,	29,460 0	0
12. Number of stockholders in Massachusetts,	54	•
D ЕВТ.		
13. FUNDED DEBT,	None.	
17. Other debts—current credit balances, &c.,	7,116 9	0
18. Total debt liabilities,	.,	7,116 90
19. Amount of debt liabilities after deducting cash,		•
sinking funds in hands of trustees, and such securities and debt balances as do not repre-		
sent permanent investments		5,952 72
20. Proportion of same for Massachusetts,*	5,952 7	
-	,	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

[†] This item is not to include balance due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

1 D 4' 6 1	41 051 51	
l. Proportion of same per mile of road,	\$1,951 71	
Contingent liabilities as guaranter of bonds or debts of other corporations, specifying same,	None.	
debts of other corporations, specifying same,	1000.	
CASH REALIZED, &C.		
3. Total cash realized from capital and debt in-	04.400.00	
curred for construction, equipment, &c.,	34,460 00	
I. Total amount of income which has been ex-	1	
pended (in addition to funds derived from	ŀ	
capital and debt) in construction, equip-	None.	
ment and purchase of property,	. доце.	
EQUIPMENT AND PURCHASE OF PROPERTY, .		\$33,295 8
5. Proportion of above for Massachusetts,*	All.	V oojaco (
Cost of Road, Equipment, and Property.		
ONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY.	1	
l. Grading and masonry,	NO 1001 00	
2. Bridging,	} \$27,024 87	
3. Superstructure, including rails,	1 216 22	
I. Land, land damages and fences,	1,316 33	
water stations,	1,285 59	
5. Engine-houses, car-sheds and turn-tables,	448 88	
Machine shops,	_	_
3. Interest paid during construction, discount, &c.,	361 67	
D. Engineering, agencies, salaries and other ex-		
penses during construction,	900 00	_
). Total expended for construction,		\$ 31,337 3
l. Average cost of construction per mile of road		
built by company,	10,274 54	
2. Same per mile of single track built by com-	10.074 54	
pany, not including sidings,	10,274 54	
chusetts,"	31,337 34	
Chapter, i. i. i. i. i. i.	• 01,001 01	
Equipment.	-	
I. Locomotives [dummy engine and car] (num-		
ber, 1),	3,725 00	
5. Snow-plows on wheels (number,),	None.	
5. Passenger, mail and baggage cars, (number,),		-
7. Freight and other cars (number,),	275 00	
3. Machinery and tools,	49 87	4 040 6
9. Total for equipment, 9. Average cost of equipment per mile of road op-		4,049 8
erated by company,	1,327 83	
1. Proportion for miles operated in Massachusetts.*	4,049 87	
2. Whole amount of permanent investments,	35,387 21	
3. Proportion for Massachusetts,	35,387 21	
1. Total property and assets of the company,	,	36,576
Personalitation (Thomas to Conital Assumb Surial		
Expenditures Charged to Capital Account during t	AU ICAL.	
[None.]		
Revenue for Forty-one Days.		
Revenue for Forty-one Days. 1. Receipts from local passengers on roads opera company,	ted by this	\$697 8

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

2. Receipts from passengers from and to other roads over roads	
operated by this company,	-
2. Receipts from passengers over other roads as tells, or for use of cars of this company,	,
4. Receipts for express.	670 97
5. Receipts for mails,	
6. Total roxipts from passenger department,	792 13
12. Total earnings,	7393 13
13. Per mile of the road operated,	
14. Per mile of road operated,—computed as sin- gle track, not including sidings	ľ
gle track, not including sidings, 238 73 15. Per train mile,	:
16. Proportion for Massachusetts,	_
20. Total income,	728 13
21. Percentage to capital stock and debt, 2.05	•
22. Percentage to means applied to construction, equipment, &c	i
ment, &c.,	í
Expenses of Operating the Read for the Year.	•
CLASS 1.—Maintenance of Way and Buildings (charged to operating	ì
expenses).	
[None.]	
[]	
CLASS 2.—General Traffic Expenses.	
9. Fuel—1 cord of wood, cost \$5; 22 tons of coal, cost \$194.94,	\$199 94
l0. Water,	18 93
14. Total,	218 87
5. Proportion belonging to passenger department,* . \$218 87	
16. Proportion belonging to freight department,	
Or see 2 Bassanan Maria Faranca	
CLASS 3.—Passenger-Train Expenses. 4. Salaries, wages and incidentals of passenger department, .	509 26
6. Total,	509 26
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN	000 30
Classes 1, 2, 3, 4,	728 13
8. Per mile of the road operated,	
ing sidings, 238 73	
10. Per train mile, 0.368	
11. Proportion for Massachusetts,	
12. Percentage of expenses to income, 100.	
W.A. Turanna - Tilatian I	
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	None.
11. Total surplus,	None.
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Rev-	•
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$ 728 13
 TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6, (Total receipts per train mile, \$0.368.) 	\$ 728 13
 TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6, (Total receipts per train mile, \$0.368.) Expenses, proportion of "Maintenance of Way and Buildings," 	\$ 728 13
 TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6, (Total receipts per train mile, \$0.368.) Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9 	\$ 728 13
 TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6, (Total receipts per train mile, \$0.368.) Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9, Expenses, proportion of "General Traffic Expenses," as per 	-
 TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6, (Total receipts per train mile, \$0.368.) Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9, Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, 	218 87
 TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6, (Total receipts per train mile, \$0.368.) Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9, Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, TOTAL EXPENSES, 	218 87 509 26
 TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6, (Total receipts per train mile, \$0.368.) Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9, Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, TOTAL EXPENSES, (Total expenses per train mile, \$0.368.) 	218 87 509 26
 TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6, (Total receipts per train mile, \$0.368.) Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9, Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, TOTAL EXPENSES, 	\$728 13 - 218 87 509 26 728 13

[•] Computed on gross receipts from passenger and freight departments.

General Balance Sheet at Closing of Accounts, September 30, 1874.

						•			•	-		•	
						Di	,						
Construction,													\$31,337 3
		•	•	•	•	•	•	•	•	•	•	•	· · · · · ·
Equipments,		•		•	•	•	•	•	•	•	•	•	4,049 8
Materials, per	ınv	ento	ry,	•	•	•	•	•	•	•	•	•	. 25 5
Cash, .	•	•	•	•	•	•	•	•	•	•	•	•	1,164 1
													\$36,576 9
						C	₹.						
Capital stock,	•	•	•	•	•	•	•		•	\$2	9,460	00	
Notes payable	, .										5,000	00	
Due on sundry	y ac	coun	ts,	•							2,116	90	_
												_	\$36,576 9
				-4 D					j				
1. Date when			•	of R		. the	reof	ware					
opened	for 1	publi	c us	e:—									
From Graf										Augu	18t 20), 16	374.
2. Length of Centre t								arton		3.05 1	milas		
								entte		3.03 1 All.	mnee		
	mo	in lir	20 01							ZEII.			
Length of								nanv.	. 1			2	sub miles.
Length of 10. Total leng	th o	f roa	d be	longi	ing to	this	s com	pany, racks				•	3.05 miles.
Length of 10. Total leng 11. Aggregate not abo	th o len ve e	f roa gth num	d be of si erate	longi iding xl,	ing to	this	s com	pany, racks ·		_		ě	3.05 miles.
Length of 10. Total leng 11. Aggregate not about 12. Same in M	th o len ve e	f roa gth num chus	d be of si erate etts.	longi iding id,	ng to	this dot	com her t	racks		-		•	3.05 miles.
Length of 10. Total leng 11. Aggregate not about 12. Same in M 13. Aggregate	th o len ve e lassa len	f roagth numerchus gth	d be of si erate etts, of t	longi iding id, racks	ng to s and bel	this d of ongi	her ton	racks		-			5.05 miles.
Length of 10. Total leng 11. Aggregate not about 12. Same in M 13. Aggregate compan	th o len ve e lassa len y, co	f roagth numerichus gth ompu	d be of si erate etts, of t ited	longi iding id, racke as si	ng to s and bel	this d of ongi	her ton	racks		3.05 1		ı.	5.05 miles.
Length of 10. Total leng 11. Aggregate not abov 12. Same in M 13. Aggregate compan 14. Same in M	th o len ve e lassa len y, co	f roagth numerchus igth ompu	d be of si erate etts, of t ited etts,	longi iding id, racks as si	ng to s and s belongle	this d ot ongi trac	her to ng to k,	racks this		3.05 r		ı.	5.05 miles.
Length of 10. Total leng 11. Aggregate not abo 12. Same in M 13. Aggregate compan 14. Same in M 21. Number of	th o len ve e assa len y, co assa cro	f roagth numerchus igth ompu ichus ossing	d be of si erate etts, of t ited etts, gs of	longi iding iding id, racks as si high	ng to s and s belongle	this d of ongi trac s at	her to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total to the total t	this		3.05 r 6	niles	ı.	-
Length of 10. Total leng 11. Aggregate not abo 12. Same in M 13. Aggregate compan 14. Same in M 21. Number of 22. Number of	th o len ve e lassa len y, co assa f cro	f roagth numerichus gth ompuschus estinges	d be of si erate etts, of t ited etts, gs of	longi iding ed, racks as si high	s and belongle nways ways	this d ot ongi trac s at	ng tok, grade	this		3.05 r	niles	ı.	-
Length of 10. Total leng 11. Aggregate not abo 12. Same in M 13. Aggregate compan 14. Same in M 21. Number of 22. Number of	th o len ve e lassa len y, co assa f cro	f roagth numerichus gth ompuschus estinges	d be of si erate etts, of t ited etts, gs of	longi iding ed, racks as si high	s and belongle nways ways	this d ot ongi trac s at	ng tok, grade	this		3.05 r 6	niles	ı.	
Length of 10. Total leng 11. Aggregate not abo 12. Same in M 13. Aggregate compan 14. Same in M 21. Number of 22. Number of 23. Number of 24. Number of	th o len ve e assa len y, co assa cro f cro	f roa gth nume schus igth ompuschus esing esing ossin	d be of si erate etts, of t ited etts, gs of gs of	longi iding iding od, racks as si high high f high	ng to s and belongle nways ghwa	this dot	ng to k, grader rail	this road, rail-		3.05 r 6 None	niles	ı.	
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^{*} Lengths to be given in miles and decimals.

Rolling Stock.

	Total number.	Value.	Per mile road operated.
1. Locomotives (average weight of engines in working order, 8 tons). Locomotives (maximum weight of engines in working order,),	ا ا	\$3,725 00	-
12. Other cars (coal, gravel, &c.),	1	27 5 00	-
13. Total value,		\$4,000 00]
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	+	- .	-
Mileage, Traffic, &c.			
 Miles run by passenger trains, Rate of speed of express passenger trains, including stops, 	1,976	_	
3. Rate of speed of accommodation trains, including stops,	9 mile	s per hour.	
8. Total train miles run,		F	1,976
11. Total number of passengers carried, 12. Total passenger mileage, or passengers carried			4,392
one mile,			13,396
17. Highest rate of fare per mile, for any distance,	6≟ cer	its.	•
18. Lowest rate of fare per mile, for any distance (single fare).	5 cent	` •a	
22. Average rate of fare per mile for all passengers,			
27. Average number of cars in passenger trains,			
including baggage cars,	1		
31. Number of persons regularly employed by company, including officials,	3		

a One dummy-engine and passenger car.

Classification of Business.

Passengers.

3. Passengers travelling only within this State, : 13,396

JONA. D. WHEELER, WINTHROP FAULKNER, GEORGE F. SLOCOMB, A. M. BIGELOW, GEO. K. NICHOLS, FRANKLIN BALDWIN, J. H. WOOD,

Directors of the Grafton Centre Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 3, 1874. Then personally appeared Jona. D. Wheeler, Winthrop Faulkner, Geo. F. Slocomb, A. M. Bigelow, Geo. K. Nichols, Franklin Baldwin and J. H. Wood, and severally made oath to the truth of the foregoing statement by them subscribed.

HENRY F. WING, Justice of the Peace.

Name and Residence of Officers.

Jonathan D. Wheeler, President, Grafton; J. H. Wood, Superintendent, Grafton; A. A. Ballou, Clerk, Grafton; Henry F. Wing, Treasurer, Grafton.

Directors.—Jonathan D. Wheeler, Abram M. Bigelow, Winthrop Faulkner, George K. Nichols, J. H. Wood, George F. Slocomb, Franklin Baldwin, Silas A. Forbush, Thomas T. Griggs,—all of Grafton.

Proper Address for the Company.

GRAFTON CENTRE RAILROAD COMPANY, GRAFTON, MASS.

OF THE

HANOVER BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.		
Capital Stock.		
1. Capital stock authorized by charter, 2. Capital stock authorized by votes of company,	\$160,000 00 -	-
3. Capital stock issued (number of shares, 1,238); amount paid in,	123,800 00	
4. Capital stock paid in on shares not issued (number of shares,),	150 00	
5. Capital stock, total amount paid in, 6. Capital stock paid in per mile of road owned		\$ 123,950 00
by company,	15,493 75	
setts,* 8. Capital stock, number of shares issued not en-	All.	
titled to dividends,	None.	
at which shares were sold, \$100). 10. Number of stockholders, 11. Amount of stock held in Massachusetts, 12. Number of stockholders in Massachusetts,	124 123,100 00 122	
Девт.		
 13. Funded debt as follows,— 1st mortgage bonds, due on demand, rate of interest, 7 per cent., 14. Total amount of funded debt, 	40,000 00	40,000 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	None.	2.,
16. Unfunded debt incurred for any other purpose, and for what,	None.	
17. Other debts—current credit balances, &c., 18. Total debt liabilities,	9,739 13	49,739 13
19. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such		10,100 10
securities and debt balances as do not represent permanent investments,	43,549 79	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the seasons therefor.
† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent

dayestments.

20. D	A40 F40 '80	
20. Proportion of same for Massachusetts,*	\$ 43,549 79	
21. Proportion of same per mile of road,	5,443 72	
22. Contingent liabilities as guarantor of bonds or		
debts of other corporations, specifying same,	None.	
CASH REALIZED, &C.		
3. Total cash realized from capital, and debt in-		
curred for construction, equipment, &c.,	163,950 00	
4. Total amount of income which has been ex-	200,000	
pended (in addition to funds derived from		
capital and debts) in construction, equip-	•	
ment and purchase of property,	87,889 56	
25. TOTAL MEANS APPLIED TO CONSTRUCTION,	,	
EQUIPMENT, AND PURCHASE OF PROPERTY, .		\$251,839 56
6. Proportion of above for Massachusetts,*	_	-
•		
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		•
. Company.	400 000 FF	
1. Grading and masonry,	\$80,826 71	
2. Bridging,	None.	
3. Superstructure, including rails,	65,220 19	
4. Land, land damages and fences,	18,916 62	
5. Passenger and freight stations, wood-sheds and	10 000 00	
water stations,	16,627 00	
6. Engine-houses, car-sheds and turn-tables,	8,686 35	
7. Machine shops,	None.	
8. Interest paid during construction, discount, &c.,	None.	
9. Engineering, agencies, salaries and other ex-		
penses during construction,	3,000 00	\$102.07£ 07
1. Average cost of construction per mile of road		\$ 193,276 87
built by company,	24,159 61	
2. Same per mile of single track built by com-	24,105 01	
nany not including sidings	24,159 61	
pany, not including sidings, 3. Proportion of cost of construction for Massa-	21,100 01	
chusetts,*	All.	
Chaseves,	24.11.	
Equipment.		
4. Locomotives (number, 2),	22,500 00	
5. Snow-plows on wheels (number,),	None.	
6. Passenger, mail and baggage cars (number, 6),.	22,145 88	
7. Freight and other cars (number, 18),	13,916 81	
8. Machinery and tools,	-	_ _
9. Total for equipment,		58,562 69
0. Average cost of equipment per mile of road op-		
erated by company,	7,320 33	
21. Proportion for Massachusetts,*	A 11.	
PROPERTY PURCHASED AND ON HAND, NOT IN-		
CLUDED IN THE FOREGOING ACCOUNTS.		
[None.]		
1. Property in Massachusetts (including proportion		
of equipment),	All.	
2. Whole amount of permanent invest-	·	
MENTS,	251,839 56	
3. Proportion for Massachusetts,	All.	
4. Total property and assets of the company,		251,839 56
35. Amount of sinking and contingent funds and		
their purpose,	None.	
<u> </u>		

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

25

Expenditures Charged to Capital Account during the Year.	
1. Main line, extension or alteration of road, 2. Branches, extension or alteration of road, specifying each, 2. Description of road of road of road, specifying each,	\$14,490_90
 Double track extension, Land [land damages, &c.], Passenger and freight stations, wood-sheds and water sta- 	1,099 02
tions,	2,111 36
6. Engine-houses, car-sheds and turn-tables,	2,377 81
7. New locomotives,	10,000 00
11. New freight cars, 15. Any other expenditures charged to capital account, specifying same,	2,846 53
16. TOTAL,	32,925 62
7. Property sold and credited capital account,	None.
18. Net addition to construction account for the year, transferred	
from another account, having been expended in 1873,	32,925 62
Revenue for the Year.	
1. Receipts from local passengers on roads operated by this company,	\$10,370 42
2. Receipts from passengers from and to other roads over roads operated by this company,	21,529 44
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	None.
4. Receipts for express,	4,444 16
5. Receipts for mails, 6. Total receipts from passenger department [less \$16,949.86 paid	150 00
O. C. & N. R.],	19,544 16
pany,	3,926 12
operated by this company,	35,314 29
cars of this company, 10. Total receipts from freight department [less \$23,564.64 paid O. C. & N. R.]	15,675 77
11. Receipts as rents for use of road and equipment, when leased,	None.
12. Total Earnings [less paid O. C. & N. R., \$40,514.50], . 13. Per mile of road operated, \$4,402 49	• 35,219 93
14. Per mile of road operated,—computed as single track, not including sidings, 4,402 49	
15. Per train mile,	
16. Proportion for Massachusetts, All.	
17. Income from other roads,	None.
18. Income from rent of property other than road and equip-	Nama
ment, specifying same,	None.
property, transportation lines, &c., specifying same),	None.
20. TOTAL INCOME,	35,219 93
21. Percentage to capital stock and debt,	
22. Percentage to means applied to construction, equipment, &c.,	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
1. Repairs of road, exclusive of bridges and new rails,*	\$2,613 25
2. New iron rails, deducting old rails sold (number of miles,	None
; weight per yard,),*	None.

[•] Including labor and materials in new sidings.

3. Steel rails, deducting old rails sold (number of miles,	
; weight per yard, lbs.),	None.
4. Repairs of bridges,	None.
5. Repairs of buildings and fixtures (station),	\$ 391 17
6. Repairs of and additions to machine-shops and machinery,	None.
7. Repairs of fences, road crossings, and signs,	91 20
8. TOTAL,	3,095 62
9. Proportion of same to passenger department,* \$1,717 81	3,050 00
10. Proportion of same to freight department, 1,377 81	
11. Of the above total there was expended for other than ordi-	
nary repairs,	_
wory repairs,	_
CLASS 2 General Traffic Expenses.	
1. Taxes, State and local,	610 69
2. General salaries, office expenses and miscellaneous, not em-	010 00
braced in Classes 3 and 4	825 60
3. Insurance premiums and losses by fire and damages for fires	0.20 00
set by engines,	347 60
4. Repairs of locomotives,	426 71
5. Repairs of snow-plows,	None.
6. New locomotives (charged to operating expenses),	None.
7. New snow-plows (charged to operating expenses),	None.
8. Removing ice and snow,	28 70
9. Fuel—41 cords of wood, cost \$162.00; 216 tons of coal cost	
\$1,902.00,	2,064 00
10. Water,	None.
11. Oil and waste,	215 00
12. Switchmen, watchmen, flag and signal men,	None.
13. Telegraph expenses,	None.
14. Total,	4,518 30
15. Proportion belonging to passenger department,* \$2,507 10	2,020 00
16. Proportion belonging to freight department, 2,011 30	
Cy and 2 Passers Train Frances	
CLASS 3.—Passenger-Train Expenses.	222.22
1. Repairs of passenger, mail and baggage cars,	826 92
2. New passenger, mail and baggage cars (charged to operat-	37
ing expenses),	None.
3. Damages and gratuities, passenger,	0.000 88
4. Salaries, wages and incidentals of passenger department,	3,920 75
5. Amount paid other corporations or individuals not operating	Mone
roads, for use of passenger cars, and repairs of same,† 6. TOTAL,	None. 4,747 67
or rotating a second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second se	4,747 07
CLASS 4 Freight-Train Expenses.	
1. Repairs of freight cars,	492 07
2. New freight cars charged to operating expenses,	None.
3. Damages and gratuities, freight,	262 01
4. Salaries, wages and incidentals of freight department,	2,562 02
5. Paid corporations or individuals not operating roads for use	
of freight cars,	None.
6. Total,	3,316 10
U. IUIAIA	-,
7. Total expenses of operating the road, embraced in	15,677 69
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	15,677 69
7. TOTAL EXPÉNSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	15,677 69
7. TOTAL EXPÉNSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	15,677 69
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	15,677 69
7. TOTAL EXPÉNSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. 8. Per mile of the road operated, \$\frac{1}{2}\$ \$1,959 71 9. Per mile of single track operated, not including sidings, \$\frac{1}{2}\$ \$1,959 71	15,677 69
7. TOTAL EXPÉNSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. 8. Per mile of the road operated,	15,677 69

^{*} Computed on gross receipts from passenger and freight departments.

† As the Pullman, Wagner or other drawing-room and sleeping-cars.

							_	==	===		_		=
	N	et I	roome	, Div	riden	ls, &c							
1. TOTAL NET II 2. Amount paid fying each	oth	er co	mpa	nies :	as re	nt for	11.50	of 1	oad,			\$ 19,542	24
is compute 3. Net income abo	d, .	,	• .	•	•	• _ •	•		•	•	.	None.	
of roads, . 4. Percentage of				•					•	11.6	.	19,542	24
5. Percentage t	o to	tal							ion,		- 1		
equipment 6. Paid for inter	est,		•	•	•	• '		•	:	7.7		2,817	50
7. Dividends de	clar	ed, 6	per	cent	. for	the y	ear,	amo	unt,	•		7,428	00
8. Date of last of 9. Balance for the						•	•	•	•	•	•	July, 1874. 9,296	
10. Surplus at	om om	men	ceme	nt o	, of th	10 ye	ar.	81,7	39.50	i. lea		0,200	"
\$3,146.73,a .	•		•		•	. •				•	-	78,592	
11. TOTAL						• .		•	•	•	•	87,889	56
12. Paid to sinki	_						•	•	•	•	1	None.	
Receipts, Expens		_											
1. Total receil	PTS	fron	pas	seng	er d	epart	ment	t, as	ber ,	"Rev	7-	A 10 744 :	
enue for th 2. (Total receipt	e I	ent,	' NO. ain n	o, iile.	10.94	i		•	•	•	.	\$19,544	10
3. Expenses, pr	opo:	rtior	of	"Ma	inten	ance (of R	Vay	and .	Build	-		
inas." as ne	r Cl	BAR I	l. No	. 9						_		1,717	81
4. Expenses, pr Class 2, No 5. Expenses, "1	0 0 00	rtion	of	" Gen	erai-	Traffi	o Ea	pons	cs," i	as pe) I	0 507	10
5. Expenses. "I	ass	enaer	-Tra	n Ez	Dona	%." a	b Der	Cla	ss 3.	No.	в.	2,507 : 4,747 (
6. TOTAL EXPEN	(Bes	,	•	•	• .	•		•	•	•	"	8,972	
7. (Total expens			rain :	mile,	\$0.4	31.)		•			i		
8. NET EARNING 9. (Net earnings	B, .	trai	in mi	la. M	1.509.	; ;		•	•	•	•	10,571	58
							-1-L	. D.		4			
Receipts, Expen	•	_		:			_		•				
1. TOTAL RECEU	ת פודי ד"ו	rom No. 1	reig O	gnt a	epar	tmen	i, as	per	"Ke	venu	Ie	\$15 675 ·	77
2. (Total receipt	8 De	ır trı	ain n	nile.	\$ 0.75	4.)	'	•	•	•		\$15,675	• •
3. Expenses, pr	opo	rtion	of	" Ma	inten	ance	of T	Fay	and	Buile	i-		
ings," as pe	r C	a88 .	I, No	. 10,	1	7 4	- T	•	. ,,	•	:	1,377	81
4. Expenses, pr Class 2, No	. 16.	шоп	. 01	Gen.	сти - -	1	o acar	репв	es," (us pe	er	2,011	90
5. Expenses, "F	reig	ht-Ti	rain I	Exper	1868,"	авр	er C	lass	i, No	. 6,	:	3,316	
6. Total expen	SES	,								. ′		6,705	
7. (Total expenses. NET EARNING	es r	er t	raın :	mue,	\$0.3	ZZ.)						9.070	ac.
9. (Net earning			in m	ile, \$	0.432	.)	•	•	•	•		8,970	00
Communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communication of the communica	-1									•	<u>'</u>		_
General B	KIKI	.00 B	Deer :	Ht CH		OI A	000UI	13 , 2	epter	nger	3 0,	1874.	
Construction,					•	•						\$193,276	87
Equipment, .	•	•	•	•	•	•	•	•	•	•	•	58,562	69
Bills receivable, Cash	•	•	•	•	•	•	•	•	•	•	•	5,019 4,720	
Casii,	•	•	•	•	•	•	•	•	•	•	•	<u> </u>	
					ď	R.						\$261,578	69
Capital stock,					•				\$ 12	3,950	00		
Funded debt,			•		•	•		•	4	0,000	00		
Bills payable,	•	•	•	•	•	•	•	•		9,739			
Surplus, .	•	•	•	•	•	•	•	•	8	7,889		\$261,578	69
											_	A-CT-CLO	JJ

. —————————————————————————————————————		
Description of Road.		
1. Date when the road or portions thereof were opened for public use:—	•	
From N. Abington, Mass., to Hanover, Mass., . 2. Length of main line of road from to ,*	July, 1868.	8 miles.
Length of main line of road in Massachusetts, 10. Total length of road belonging to this company,	All.	8 miles.
11. Aggregate length of sidings and other tracks not above enumerated.	1 mile.	
12. Same in Massachusetts,	All.	
company computed as single track,	9 miles. All.	
15. Total length of steel rails in tracks belonging to this company,	None.	
20. Bridges built within the year,	None. 18	
22. Number of crossings of highways over railroad, 23. Number of crossings of highways under rail-	None.	
road,	None. None.	
25. Number of highway bridges less than 18 feet above track,	None.	
26. Number of crossings at which gates or flagmen are maintained,	None.	
27. Number of crossings at which there are neither gates nor flagmen,	18	
28. Number of railroad crossings at grade, specifying each,	None.	
29. Number of railroad crossings over other railroads, specifying each,	None.	
30. Number of railroad crossings under other railroads, specifying each,	None.	
ROADS BELONGING TO OTHER COMPANIES, OPER- ATED BY THIS COMPANY UNDER LEASE OR CON- TRACT.		
[None.]		
35. Total miles of road operated by this company, 36. Total miles of road operated by this company		8
in Massachusetts,		8
this company,	4	
39. Miles of telegraph on line of road operated by this company,	1.75	
40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's sta-	None.	
42. Number of telegraph stations operated by this	1 None	
company, 43. Number of telegraph stations operated jointly by railroad and telegraph company,	None. 1	
of remove and vorograph company,	_	

^{*} Length in all cases to be given in miles and decimals.

Rolling Stock.

•	Total number.	Yobe	Per mile road operated.
1. Locomotives (average weight of engines in working order, 24 tons),	2	\$2 0,500 00	.26
2. Tenders (average weight of tenders full of fuel and water, 12 tons), Tenders (maximum weight of tenders full of fuel and water, 15 tons), (Average joint weight of engines and tend- ers, 36 tons.)	11	2,00 0 00	.25
 Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 38 feet. Total length of heaviest engine and tender 			
over all, 47 feet. 5. Snow-plows (average weight, tons), 6. Passenger cars (average weight, 15 tons),	None	_	-
Passenger cars (maximum weight, 16 tons), 7. Mail and baggage cars (av. weight, 12 tons), 8. 8-wheel box freight cars (av. weight, 8 tons),	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	22,145 88 7,300 00	.75 1.1 2 5
9. 4-wheel box freight cars (av. weight, tons), . 10. 8-wheel platform cars (av. weight, tons), . 11. 4-wheel platform cars (av. weight, tons), .	None 9 None	6,616 81	1.125
12. Other cars (coal, gravel, &c.),	None	\$ 58,562 69	-
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	18	_	2.25
15. Number of locomotives equipped with train brakes,	None	-	-
16. Number of cars equipped with train brakes, (Kind of brake, common.)17. Number of passenger cars with Miller platform	None	-	-
and buffer,	None	-	<u> -</u>
Mileage, Traffic, &c.			
1. Miles run by passenger and freight trains mixed 2. Rate of speed of express passenger trains, including stops,	20,791 None.	miles.	
3. Rate of speed of accommodation trains, including stops,	16 mi		
4. Miles run by freight trains,5. Rate of speed of express freight trains, including stops,	None.	-	
 6. Rate of speed of accommodation freight trains, including stops, 7. Miles run by other trains, and for what pur- 	j -	-	
poses,	-	20,791	miles.
of road),	6,14 72,00		

11. Total number of passengers carried,	78,148	
2. Total passenger mileage, or passengers carried		
one mile, a	721,872	
3. Passenger mileage to and from other roads,	944,000	
14. Number of tons carried.	17,280	
5. Total freight mileage, or tons carried one mile,		1,020,000
6. Freight mileage to and from other roads, .	825,000	-,,
17. Highest rate of fare per mile, for any distance		
18. Lowest rate of fare per mile, for any distance,		
(single fare),	2.5 cents.	
19. Average rate of fare per mile (not including		
season tickets) received from passengers on		
roads operated by this company,	3.5 cents.	
20. Average rate of fare per mile received from	1	
passengers to and from other roads,* .	3.1 cents.	
21. Average rate of fare per mile for season-ticket	t [
passengers, reckoning one round trip per		
day to each ticket, †	. 1.22 cents.	
22. Average rate of fare per mile for all passengers	2.7 cents.	
23. Highest rate of freight per ton per mile, for		•
any distance,	. 8 cents.	
 Lowest rate of freight per ton per mile, for any 		
distance,	. 3.6 cents.	-
25. Average rate of freight per ton per mile on	ı	
roads operated by this company,	. 5.9 cents.	
Average rate of freight per ton per mile to and	l	
from other roads,*	. 4.2 cents.	
77. Average number of cars in passenger trains	,	
including baggage cars,	. 2.5	
18. Average number of cars in freight trains (basis	3	
of 8 wheels),	. 3	
19. Average weight of passenger trains, including	(
locomotive and tender, in working order, ex-		
clusive of passengers,	. 69 tons.	
30. Average weight of freight trains, including		
locomotive and tender, in working order, ex-		
clusive of freight,		_
31. Number of persons regularly employed by com-	-1	
pany, including officials,	.• 20	

* After deducting all allowances for tolls or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

a Including mileage over the Old Colony Railroad.

Classification of Business.			
Passengers.			
1. Passengers coming from other States,*			-
2. Passengers going to other States,*			-
3. Passengers travelling only within this State, .	•		78,148
4. Total season-ticket passengers (round trip), .			-
5. Passengers to Boston (including season), † .	•		i -
6. Passengers from Boston (including season), †	•		-
7. Season-ticket passengers to and from Boston	(one	round	
trip daily), f	`•	• •	-

^{*} Apply only to roads crossing the State line. † Apply only to the roads terminating in Boston.

[Jan.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal.	_	_	2,800		
2. Bituminous coal,	_	_	250		_
3. Petroleum	-	-	-	- 1	-
4. Railroad iron, including steel				1 1	
and steel-capped rails, .	-	_	_	1 - 1	-
5. Castings and other iron.	-	_	200	-	-
6. Other metals,	-	-	250	1 - 1	-
7. Iron and other ores.	-	· -	-	- 1	-
8. Stone and brick,	-	- •	850	-	-
9. Lime, cement and sand, .	_	-	50	i - I	_
0. Lumber,	-	-	200	- 1	-
1. Ice,	-	-	_	- 1	-
2. Live stock.	_	-	12	-	-
8. Dressed carcasses, smoked			ĺ		
and salted meats,	-	-	80	-	_
4. Flour,	-	-	800	-	_
5. Grain,	-	-	500	-	_
6. Other agricultural products, .	-	-	100	_	-
7. Manufactures not included			Ī		
above,*	-	-	5,000	-	_
8. Merchandise,*.		-	5,500	- 1	-
9. Other articles,	_	-	1,738	1	_
			<u>-</u>		
0. Total tons carried,	-	-	17,280	-	-

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

List of Accidents in Massachusetts.

[None.]

E. Y. PERRY,

R. J. LANE,

WASHINGTON REED,

Directors of the Hanover Branch Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. October 26, 1874. Then personally appeared E. Y. Perry, Washington Reed and R. J. Lane, and severally made oath to the truth of the foregoing statement by them subscribed, according to the best of their knowledge and belief.

ZENAS JENKINS, Justice of the Peace.

Name and Residence of Officers.

E. Y. Perry, South Hanover, *President*; Albert Culver, Rockland, *Treasurer*; Calvin T. Phillips, South Hanover, *Clerk*.

Proper Address for the Company.

HANOVER BRANCH RAILROAD COMPANY, SOUTH HANOVER, MASS.

OF THE

HOLYOKE & WESTFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated by the New Haven & Northampton Co. under a perpetual lease.]

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$350,000 00
2. Capital stock authorized by votes of company,	260,000 00
3. Capital stock issued (number of shares, 2,600);	,
amount paid in,	260,000 00
4. Capital stock paid in on shares not issued (num-	,
ber of shares,),	Nothing.
5. Capital stock, total amount paid in	\$260,000 0
6. Capital stock paid in per mile of road owned	•
by company,	25,193 80
7. Capital stock paid in, proportion for Massachu-	•
setts,*	260,000 00
8. Capital stock, number of shares issued not en-	
titled to dividends,	None.
titled to dividends, 9. Par value of shares, \$100; (the average price	
at which shares were sold,).	
10. Number of stockholders,	15
11. Amount of stock held in Massachusetts,	240,000 00
12. Number of stockholders in Massachusetts,	14
D	
DEBT. 13. Funded debt as follows:—	
	•
let mortgage hands due April 1 1901 mete of	
1st mortgage bonds, due April 1, 1891, rate of	900 000 00
interest, 7 per cent.,	200,000 00
interest, 7 per cent.,	
interest, 7 per cent.,	200,000 00 None.
interest, 7 per cent.,	None.
interest, 7 per cent.,	None. None.
interest, 7 per cent.,	None.
interest, 7 per cent., 2d mortgage bonds, due rate of interest, per cent., 3d mortgage bonds, due , rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt, incurred for construction, equip-	None. None. 200,000 00
interest, 7 per cent., 2d mortgage bonds, due rate of interest, per cent., 3d mortgage bonds, due , rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt, incurred for construction, equipment or purchase of property,	None. None.
interest, 7 per cent., 2d mortgage bonds, due rate of interest, per cent., 3d mortgage bonds, due rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt, incurred for construction, equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose,	None. None. 200,000 00
interest, 7 per cent., 2d mortgage bonds, due rate of interest, per cent., 3d mortgage bonds, due , rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt, incurred for construction, equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose, and for what.	None. None. 200,000 00 3,667 77
interest, 7 per cent., 2d mortgage bonds, due rate of interest, per cent., 3d mortgage bonds, due , rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt, incurred for construction, equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose, and for what, 17. Other debts—current credit balances, &c.,	None. None. 200,000 00 3,667 77 None. None.
interest, 7 per cent., 2d mortgage bonds, due rate of interest, per cent., 3d mortgage bonds, due rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt, incurred for construction, equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose,	None. None. 200,000 00 3,667 77 None.
interest, 7 per cent., 2d mortgage bonds, due rate of interest, per cent., 3d mortgage bonds, due , rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt, incurred for construction, equipment or purchase of property, † 16. Unfunded debt incurred for any other purpose, and for what, 17. Other debts—current credit balances, &c., 18. Total debt liabilities,	None. None. 200,000 00 3,667 77 None. None.
interest, 7 per cent., 2d mortgage bonds, due rate of interest, per cent., 3d mortgage bonds, due , rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt, incurred for construction, equipment or purchase of property, † 16. Unfunded debt incurred for any other purpose, and for what, 17. Other debts—current credit balances, &c., 18. Total debt liabilities, 19. Amount of debt liabilities after deducting cash,	None. None. 200,000 00 3,667 77 None. None. 203,667 7
interest, 7 per cent., 2d mortgage bonds, due rate of interest, per cent., 3d mortgage bonds, due , rate of interest, per cent., 14. Total amount of funded debt, 15. Unfunded debt, incurred for construction, equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose, and for what, 17. Other debts—current credit balances, &c., 18. Total debt liabilities, 19. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such	None. None. 200,000 00 3,667 77 None. None.

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

Jan.

 21. Proportion of same per mile of road, . 22. Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same, 	\$19,587 None.	20
CASH REALIZED, &C. 23. Total cash realized from capital and debt incurred for construction, equipment, &c., . 24. Total amount of income which has been expended (in addition to funds derived from	462,238	89
capital and debts) in construction, equipment and purchase of property, 25. TOTAL MEANS APPLIED TO CONSTRUCTION,	None.	
EQUIPMENT AND PURCHASE OF PROPERTY, . 26. Proportion of above for Massachusetts,*	462,238 All.	89
Cost of Road, Equipment, and Property.		
Construction of Road and Branches Built by		
COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails,	\$379,809 2,933 117,636	38 22
 Land, land damages and fences, Passenger and freight stations, wood-sheds and 	30,467	OS .
water stations . 6. Engine-houses, car-sheds and turn-tables, .	27,697	32
7. Machine shops,	' -	<u>-</u>
8. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other ex-	-	-
penses during construction, 10. Total expended for construction, by New Haven &	12,533	<u>58</u>
Northampton Co. Cost of construction to this company,	462,238	\$571,077 67
11. Average cost of construction per mile of road built by company,	44,790	59
12. Same per mile of single track built by company, not including sidings,	44,790	
13. Proportion of cost of construction for Massa-		
chusetts,*	462,238	89
[None.]		
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS. [None.]		
32. WHOLE AMOUNT OF PERMANENT INVEST-	462,238	80
33. Proportion for Massachusetts,	±06,600	-
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY, 35. Amount of sinking and contingent funds, and their purpose,	-	463,766 71 -
Expenditures Charged to Capital Account during the	he Year.	
15. Any other expenditures charged to capital according		
ing same:— Sundry expenses carried from expense of 1873, Deduct land damages erroneously added to co	\$1,886 66	
struction account, 1873,	1,029 58	\$ 857 08

Onless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.
a For all other expenditures see return of New Haven & Northampton Company, lessees of the Holyoke & Westfield Railroad.

17. Property sold 18. Net addition to c					ınt,	:	:		\$ 857	7 08
	Reven	ue for	the Ye	ar.						
Operated by th perpetual							nder	8.		
11. Receipts as rent 12. TOTAL EARNING 20. TOTAL INCOME, 21. Percentage to equipment, &	ts for use 38, . apital st means	of road	d and e	quipn : ;	nent,	:	•		\$16,025 16,025 16,025	5 39
	-			·	. v	•	•	1		
Expenses	_	_								
[Paid by	New H	aven o	z Noru	ıampı	on C	o. j		- 1		
	Net Inco	me, Di	vidends,	æc.						
1. TOTAL NET INCO Taxes, . Printing Repor Interest paid N Interest paid o	t, ew Have		orthan	npton		:	\$438 20 301 198	00 87	\$16,025	5 39
								L	958	3 97
3. Net income above4. Percentage of s5. Percentage to equipment, s	ame to c	apital eans s	pplied			: ruct	ion,	3.40	\$15,060	42
6. Paid for interes 7. Dividends decls 8. Date of last div 9. Balance for the 10. Surplus at co 11. Total surplus 12. Paid to sinking	t, period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period period	clared anrplu nent	l, . ls, . of the	year,		ount	•		14,000 None. None. 1,060 None. 96	
General Bala	ance Shee	t at C	losing o	f Acc	ounts.	Бер	tembe	r 30.	1874.	
			Dr		•	•		^.		
Construction accou	nt, .							•	. \$462,238	89
New Haven & Nort	hamptor	Co. fi	reight	accou	nt,	•	•	•	. 1,481	
Cash on hand, .	•		•	•	•	•	•	•	45	92
			~						\$463,766	71
O!4-1 -4}-			Cr	•			A oco	^^		
Capital stock, .		•	• • •	•	•	•	- ,	000 00		
Bond account,		•	• •	•	•	•	,	000 00		
Bills payable, . Profit and loss,		•		•	•	•	٠,٠	667 77 98 94		
riont and loss,	• •	•	• •	•	•	•		50 54	• • \$ 463,766	71
		of Road	 L						- •	

[•] Length in all cases to be given in failes and decimals.

T A	
Length of main line of road in Massachusetts, 10.32 miles. In other States, None.	
3. Length of line with track laid, if road is not	
completed, 4. Length of double track on main line, None.	
5. Branches owned by company, None.	
10. Total length of road belonging to this company, 10.32 m	iles
11. Aggregate length of sidings and other tracks	
not above enumerated,	
12. Same in Massachusetts,	
13. Aggregate length of tracks belonging to this company, computed as single track	
company, computed as single track,	
15. Total length of steel rails in tracks belonging	
to this company, None.	
(Weights per yard, lbs.)	
ing to this company, (Weights per yard, lbs.)	
(Weights per yard, lbs.)	
17. Number of spans of bridges of 25 feet and upwards, None.	
18. Number of iron bridges (ag. length, ft.,), -	
19. Number of wooden bridges (ag. l'gth, ft.,),	
20. Bridges built within the year, None.	
21. Number of crossings of highways at grade, . 1	
22. Number of crossings of highways over railroad, 3	
23. Number of crossings of highways under rail- road.	
road,	
25. Number of highway bridges less than 18 feet	
above track, None.	
26. Number of crossings at which gates or flagmen	
are maintained, None.	
27. Number of crossings at which there are neither	
gates nor flagmen,	
ing each, None.	
29. Number of railroad crossings over other rail-	
roads, specifying each, None.	
30. Number of railroad crossings under other rail-	
roads, specifying each, None.	
ROADS BELONGING TO OTHER COMPANIES OPER-	
ROADS BELONGING TO OTHER COMPANIES, OPER- ATED BY THIS COMPANY UNDER LEASE OR CON-	
TRACT.	
[None.]	
27 Number of stations on all reads secretal had	
37. Number of stations on all roads operated by this company,	
this company	
39. Miles of telegraph on line of road operated by	
company, None.	
40. Miles of telegraph owned by this company, . None.	
41. Number of telegraph offices in company's sta-	
tions, None.	
42. Number of telegraph stations operated by this company, None.	
43. Number of telegraph stations operated jointly	
by railroad and telegraph company, None.	

Mileage, Traffic, &c.

[Included in return of New Haven & Northampton Co., lessees.]

J. C. PARSONS, President, EDWIN CHASE, JOHN C. NEWTON, TIMOTHY MERRICK, JAMES H. NEWTON,

Directors of the Holyoke & Westfield Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. November 3, 1874. Then personally appeared J. C. Parsons, *President*, Edwin Chase, John C. Newton, Timothy Merrick, and James H. Newton, *Directors*, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

J. P. BUCKLAND, Justice of the Peace.

Name and Residence of Officers.

Directors.—Joseph C. Parsons, President, Holyoke; William Whiting, Vice-President, Holyoke; Timothy Merrick, Holyoke; James H. Newton, Holyoke; John C. Newton, Holyoke; Edwin Chase, Holyoke; August Stursberg, Holyoke; Jared Beebe, Springfield; C. N. Yeamans, Westfield. Geo. W. Prentiss, Treasurer, Holyoke; J. P. Buckland, Clerk, Holyoke.

Proper Address of the Company.

HOLYOKE & WESTFIELD RAILROAD COMPANY (care of J. C. Parsons, President), HOLYOKE, MASS.

OF THE

HOPKINTON BAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Lessed to and operated by the Providence & Worcester Railroad Co.]

Capital Stock, Debts, &c.		
Capital Stock.		
1. Capital stock authorized by charter	\$400,000 00	
2. Capital stock authorized by votes of company,	' '	
1,651 sharos,	165,100 00	
3. Capital stock issued (number of shares,),		
amount paid in,	-	-
4. Capital stock paid in on shares not issued (num-		
ber of shares,),	_	-
5. Capital stock, total amount paid in,		\$154.960 00
6. Capital stock paid in per mile of road owned		4-0-4-00
by company,	13,533 69	
7. Capital stock paid in, proportion for Massachu-	10,000 00	
sette,*	154,960 00	
8. Capital stock, number of shares issued not en-	105,000 00	
titled to dividends,	None.	
9. Par value of shares, \$100 (the average price	ионе	_
at which shares were sold,),	None sold.	•
10. Number of stockholders,		
11. Amount of stock held in Massachusetts,	66	
	154,960 00	
12. Number of stockholders in Massachusetts, .	66	
Debt.		
13. Funded debt, as follows:—		
1st mortgage bonds, due July, 1882, rate of in-		
terest, 7 per cent.,	. 115,000 00	
Coupon notes, rate of interest, per cent.,	1,200 00	
14. Total amount of funded debt,	2,000 00	116,200 00
15. UNFUNDED DEBT, incurred for construction,		110,200 00
• equipment or purchase of property,	10,492 21	
16. Unfunded debt incurred for any other purpose,	10,400 21	
and for what,		_
17. Other debts—current credit balances, &c.,	_	· <u>-</u>
18. Total debt liabilities,	_	126,692 21
19. Amount of debt liabilities after deducting cash,		140,034 21
sinking funds in hands of trustees, and such		
securities and debit balances as do not repre-		
sent permanent investments,		119 004 70
20. Proportion of same for Massachusetts.*	110 004 20	113,284 78
	113,284 78	
21. Proportion of same per mile of road,	9,893 87	
22. Contingent liabilities as guaranter of bonds or		
debts of other corporations, specifying same,	-	-

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this state compared with the whole. If made on a different basis, please state the reasons therefor.

[†] This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

CASH REALIZED, &C. 23. Total cash realized from capital, and debt incurred for construction, equipment, &c., 24. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equip-	-	-
ment and purchase of property,	- \$276,746	- \$276,746 10
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails [for iron],	} \$177,856 52,433	
4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations,	27,716	
6. Engine houses, car-sheds and turn-tables,	_	_
7. Machine shops, 8. Interest paid during construction, discount, &c.	8,266	55
9. Engineering, agencies, salaries and other expenses during construction,	8,472	
10. Total expended for construction, 11. Average cost of construction per mile of road	011005	274,746 10
built by company in Massachusetts, 12. Same per mile of single track built by company,	23,995	
not including sidings in Massachusetts, 13. Proportion of cost of construction for Massachusetts,*	23,995 274,746	
EQUIPMENT. [None.]		
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS. [None.]		
32. Whole amount of permanent investments,		274,746 10
33. Proportion for Massachusetts,	274,746	298,293 43
Expenditures Charged to Capital Account during t	he Year.	
4. Land damage, 18. Net addition to capital account for the year,		\$101 00 101 00
Revenue for the Year.		
[Operated by the Providence & Worcester R.	R. Co.]	
11. Receipts as rents for use of road and equipment, 12. TOTAL EARNINGS, 19. Income from all other sources, (including accessiving funds investments in steeks, bonds	retions from	7,500 00
sinking funds, investments in stocks, bonds property, transportation lines, &c., specifyin Due from P. & W. R. R., as rent, 5 mos. to Sept 20. TOTAL INCOME,	ig same):—	

[•] Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

1. Date when	Descr the 1	-				here	of w	ere		. 24, 1		
	Descr			Dan!							·	\$298,293 5
Surplus, .	•	•	•	•	•	•	•	•	•	•	٠.	2,583 1
nterest, .	•	•	•	•	•	•	•	•	•	•	•	3,918 1
Bills payable,	•	•	•	•	٠.	•	•	•	•	•	•	10,492 2
oupon notes,	•	•	•		•	•				•	•	1,200 (
onds,	•	•		•	•	•	•			•		115,000 (
apital stock,						R.					• .	\$ 165,100 (
						•					•	\$298,293 5
ash on hand,				•		•			•			282
ue from Provi	dence	e and	I Wa	rces	ter R	. R						3,125
onds.			:	•	•	:	•	•	•		• •	10,000 (
Total cost of ue from stock		•	•	•	•	•	•	•	•			\$274,746 1 10,140 (
terest, .	If pac	a	•	•	•	•	•	•	•	8,266	55	\$074 746 1
on, .	•	•	•	•	•	•	•	•	•	52,433		
ence account,		•	•	•	•	•	•	•	•	4,941		
ındries, .		•	•	•	•	•	•	•	•	4,375		
ngineering,	•	•		•	•	•		•	٠.	4,097	41	
and damage,	•	•	•	•	•	•	•		. :	22,774	82	
ontract,					. 1	DR.			. \$1	77,856	45	
Gener	al Be	lance	Sh	et a		_	f Acc	ount	s, Ser	t. 80,	187	'4.
2. Paid to sink	ing f	unde	in l	hand	s of t	trust	866,	•	٠.		-	, ,
). Surplus at o	omm SUR	ence Plus	men	t of	the y	ear,		:	•			2,583
. Balance for	the 3	rear,	or B	urpli	18,	•	•	•	:	•		2,583
Dividends of last	leclai divi	ed, dend	p de	er ce	nt. fe d.	or the	yea	r, ar	nouni	,		None
Paid for int	erest		•	•		•	•	•				8,447
i. Percentage tion, equi					1160 J	o coi		•		. 4.01		_
. Percentage	of sa	me t	o ca	pital	stoc	k and			•	. 4.11	-	- ' -
I. TOTAL NET				•		•	•					\$11,030
		-			viden							
. Total exp.			es t	inc	ome.	:	:		:	1.59		49 1
braced in			3 an	d 4,	•	•	•	•	•	• (·	34 (
. Taxes, State. General sale	e an d	loca	ıl,					aneo	us, n	ot em-	:	\$15
[1 and	•				ral E]			
Exper [Paid			_	-					_			
_					_			_			1	
ment, &c	٠,	•	•	•	•	•	•	•	•	1.14	١.	

^{*} Length in all cases to be given in miles and decimals.

Length of main line of road in Massachusetts, . 5. Branches owned by company,	11.45 miles. None.	
pany,		11.45 miles.
11. Aggregate length of sidings and other tracks	1	
not above enumerated,	.14	
12. Same in Massachusetts,	.14	
13. Aggregate length of tracks belonging to this		
company, computed as single track,	11.590	
14. Same in Massachusetts,	11.590	
21. Number of crossings of highways at grade, .	15	
22. Number of crossings of highways over railroad,	1	
23. Number of crossings of highways under railroad,	-	_
24. Number of highway bridges 18 feet above track,	1	
25. Number of highway bridges less than 18 feet above track.	_	_
26. Number of crossings at which gates or flagmen		
are maintained.	2	•
27. Number of crossings at which there are neither		
gates nor flagmen,	13	

Rolling Stock.

[None.]

Mileage, Traffic, &c.

[Included in report of Providence & Worcester R. R. Co.]

L. H. BOWKER,

E. THOMPSON,

J. A. WOODBURY,

E. A. BATES,

W. F. CLAFLIN,

Directors of the Hopkinton Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. November 2, 1874. Then personally appeared L. H. Bowker, J. A. Woodbury, E. A. Bates, W. F. Claffin, E. Thompson, and severally made oath to the truth of the foregoing statement by them subscribed.

C. MESERVE, Justice of the Peace.

Name and Residence of Officers.

Lovett H. Bowker, President, Hopkinton; C. W. Classin, Secretary, Hopkinton; M. V. Phippe, Treasurer, Hopkinton.

Directors.—E. Thompson, J. A. Woodbury, E. A. Bates, C. W. Classin, L. H. Bowker,—all of Hopkinton.

Proper Address for the Company.

HOPKINTON RAILROAD COMPANY, HOPKINTON, MASS.

OF THE

HORN POND BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[This road is merely the track of an ice company, used solely for the transportation of their ice, and is operated for that purpose by the Boston & Lowell Railroad Corporation.]

Capital Stock, Debts, &c. CAPITAL STOCK.		
 Capital stock authorized by charter, Capital stock authorized by votes of company, 	\$40,000 00 10,000 00	
 Capital stock issued (number of shares, 100), amount paid in, Capital stock paid in on shares not issued, (number of shares,), 	2,000 00	_
5. Capital stock, total amount paid in, 6. Capital stock paid in per mile of road owned by company.	3,016 59	\$ 2,000 00
 7. Capital stock paid in, proportion for Massachusetts,* 8. Capital stock, number of shares issued not en- 	All.	
titled to dividends,		-
 10. Number of stockholders, 11. Amount of stock held in Massachusetts, 12. Number of stockholders in Massachusetts, 	3 2,000 00 3	
Девт.		
[None.]		
CASH REALIZED, &c. 23. Total cash realized from capital and debt, incurred for construction, equipment, &c., 24. Total amount of income which has been ex-	-	-
pended (in addition to funds derived from capital and debt) in construction, equipment and purchase of property,	13,238 46	
EQUIPMENT AND PURCHASE OF PROPERTY, . 26. Proportion of above for Massachusetts,*	15,238 46 All.	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		•
1. Grading and masonry,	\$3,946 05 1,766 96	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

3. Superstructure, including rails,	_	-
4. Land, land damages and fences,	\$6,438 36	
5. Passenger and freight stations, wood-sheds and	V-,	
water stations,	_	_
6. Engine-houses, car-sheds and turn-tables,	_	_
7. Machine shops,		
8. Interest paid during construction, discount, &c.	162 94	
9. Engineering, agencies, salaries and other ex-	100 01	
penses during construction,	2,924 15	
10. Total expended for construction,	2001 10	\$15,238 46
11. Average cost of construction per mile of road		W10,500 10
built by company,	22,984 10	
12. Same per mile of single track built by com-	10 JUNE 10	
pany, not including sidings,	20,620 38	
13. Proportion of cost of construction for Massa-	20,020 30	•
	All.	
chusetts,*	A11.	
EQUIPMENT.		
[None.]		
[Mone.]		
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS. [None.]		
32. Whole amount of permanent invest-		45.000.40
MENTS,a		15,238 46
33. Proportion for Massachusetts,	All.	
34. Total property and assets of the company,	-	-
35. Amount of sinking and contingent funds, and		
their purpose,	_	-

Expenditures Charged to Capital Account during the Year.

[Nothing.]

Revenue for the Year.

[The company has no revenue, and the expenses of operating are paid by the Boston & Lowell R. R. Co.]

Description of Road.		
1. Date when the road or portions thereof were		
opened for public use:—		
From Woburn Branch R. R. to Horn Pond, .	1854.	
2. Length of main line of road [from Woburn		
Branch R. R. to Horn Pond]	.663 mile.	
Length of main line of road in Massachusetts,	All.	
10. Total length of road belonging to this company.	•	.663 mile
11. Aggregate length of sidings and other tracks		
not above enumerated,	.076 mile.	
12. Same in Massachusetts,	_	_
13. Aggregate length of tracks belonging to this		
company, computed as single track,	.739 mile.	

\$15,238 46

19. Number of wooden bridges (aggregate length,	
feet, 20),	One.
21. Number of crossings of highways at grade, 22. Number of crossings of highways over railroad,	One. One.
22. Number of crossings of highways under rail- road.	One.
24. Number of highway bridges 18 feet above track,	
25. Number of highway bridges less than 18 feet	_
above track.	One.
26. Number of crossings at which gates or flagmen	
are maintained,	
27. Number of crossings at which there are neither gates nor flagmen,	One.
Rolling Stock.	
[None.]	
Mileage, Traffic, &c.	
[Included in return of Boston & Lo	well R. R.]
FREIGHT IN TONS.	
Ice,	95,000 tons.
HOI	RACE O. BRIGHT,
	OS. J. PEIRCE,

THOS. J. PEIRCE,
NELSON BARTLETT,
FRANCIS HALL,

Directors of the Horn Pond Branch Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 12, 1874. Then personally appeared Horace O. Bright, Thos. J. Peirce, Nelson Bartlett and Francis Hall, and severally made oath to the truth of the foregoing statement by them subscribed.

GUSTAVUS V. HALL, Justice of the Peace.

Name and Residence of Officers.

Horace O. Bright, President, Cambridgeport; John J. Bright, Treasurer, Cambridgeport; William H. Preston, Clerk, Boston.

Proper Address for the Company.

HORN POND BRANCH RAILROAD COMPANY, No. 76 STATE STREET, BOSTON, MASS.

LANCASTER RAILROAD COMPANY.

-	any is in ba	-	• ,							ved	from it.	
Capital stock	k paid in is		٠.								\$125,000	00
Funded debt												
Unfunded de	bt, not yet	sccura	tely	asce	rtain	ed, b	ut es	tima	ted (in-	,	
cludin	g land dama	ges no	t pa	id an	oun	ting 1	to \$1	5,000) at `	•	75,000	00
Cost of const	ruction, abo	ut.	•	•	•		•	٠.			290,000	00

The road is 8.4 miles long, extending from Hudson to Lancaster, and is nearly completed. Previous to the construction of the road a contract was made by the Company with the Fitchburg Railroad Company and the Worcester and Nashua Railroad Company, by which those corporations agreed to take a lease of it and operate it; but the contract has not been carried into effect, and the road has never been operated.

^{*} See Returns of 1873, p. 606.

OF THE

LEE & HUDSON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[This road is only partially constructed.]

Capital Stock, Debts, &c. CAPITAL STOCK. 1. Capital stock authorized by charter,. 2. Capital stock issued (number of shares, 857), amount paid in, 4. Capital stock paid in on shares not issued, (number shares,). 5. Capital stock paid in per mile of road owned by company, 7. Capital stock paid in proportion for Massachusetts,* 8. Capital stock paid in, proportion for Massachusetts, \$100; (the average price at which shares were sold,). 10. Number of stockholders, . 11. Amount of stock holders in Massachusetts, . 12. Number of stockholders in Massachusetts, .	\$500,000 00 375,000 00 85,700 00 102,419 83 - All. - 35 30	\$169,320 03 - - -
Cost of Road, Equipment and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
[This road is in the hands of contractors, with whom there has been no settlement.]		
19. Total expended for construction,		\$ 189, 352 68
built by company,	Not finished.	189,352 63
33. Proportion for Massachusetts, 34. Total property and assets of the company,	189,352 68	189,440 03

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.
a Per Balance sheet, \$189,440.03.

General Balance Sheet at Closing of Accounts, November 25, 1874.

				D	R.						
Paid contractor					.•			\$ 155; 32 5	96		
"	for iron,	٠.						3,327	44		
"	for lumbe	г,						400	00		
Incidentals, .					. \$1	1,390	85		•		
Less amount re	covered,	•				106	34				
					_			1,284	51		
Surveying, .			•					9,560	95		
Land damages,					\$19	9,132	93				
Less land sold,		•	•			500	00				
					-		—	18,632	93		
Discount, &c.,		•		•	•			820	89		
									_		
Cost of constru	ction to da	te,	•	•	•	•	•	\$189,352	6 8		
Cash in bank,		•	•	•	•		•	87	35		
										\$189,440	03
				C	R.						
Capital stock p	aid in									\$189,440	03
• •	•								=		_
	CAST		MAT	TATE	3 T		- 05	1074			
								, 1874.			
Prentiss	C. Baird,							•	0801	N R. R.	
Prentiss				r, in				•	D 8 O1	N R. R.	
PRENTISS Amount of cash	C. BAIRD,	Tro	zeure	r, in D	accon R.	int wi	th L	ee & Hu	0801	N R. R.	03
·	C. BAIRD,	Tree	zsure ibscr	r, in D iptio	accon R. ns to	nt wi	ith L	stock, .		_	03
Amount of cash	C. BAIRD, a received of ed from sale	Tree	zsure ibscr	r, in D iptio	accon R. ns to	nt wi	ith L	stock, .		\$189,440	03
Amount of cash Amount receive	C. BAIRD, received cod from sale	Tree	ssure ibscr hous	r, in D iptio e and	accon R. ns to l lot	capi in Sc	ital a	stock, . Lee, accou	int	\$189,440 500	
Amount of cash	C. BAIRD, received cod from sale	Tree	ssure ibscr hous	r, in D iptio e and	accon R. ns to l lot	capi in Sc	ital a	stock, . Lee, accou	int	\$189,440 500	00
Amount of cash Amount receive	C. BAIRD, received cod from sale	Tree	ssure ibscr hous	r, in D iptio e and	accon R. ns to l lot	capi in Sc	ital a	stock, . Lee, accou	int	\$189,440 500	00
Amount of cash Amount receive	C. BAIRD, received cod from sale	Tree	ssure ibscr hous	p, in Diption e and surer,	accon R. ns to l lot	capi in Sc	ital a	stock, . Lee, accou	int	\$189,440 500 106	00
Amount of cash Amount receive	C. BAIRD, received cod from sale, d from cou	Tree	bscr hous treas	r, in Diption e and curer,	R. ns to l lot: havi	capi in Sc	ital a	stock, . Lee, accou	int ce,	\$189,440 500 106	00
Amount of cash Amount receive land damage, Amount receive	C. BAIRD, received cod from sale, ed from cou	Tro	bscr hous treas	r, in Diption of and ourer,	ns to l lot havi	capi in Sc	ital a	stock, . Lee, accou	int ce,	\$189,440 500 106	00
Amount of cash Amount receive land damage, Amount receive	C. BAIRD, received cod from sale, ed from cou for incident for surveyo	Tree	abscr hous treas	r, in Diptio e and curer, Cextra ssista	ns to l lot havi	capi in Sc	ital a	stock, . Lee, account this bill twi		\$189,440 500 106	00
Amount of cash Amount receive land damage, Amount receive Cash paid out to	C. BAIRD, received cond from sale, ed from country for incident for surveyone aid for land	Tree	abscr hous treas	pr, in Diption of and control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the	R. ns to l lot: havi	capi in Sc	ital a	stock, . Lee, account . his bill twi \$1,390 9,560		\$189,440 500 106	00
Amount of cash Amount receive land damage, Amount receive Cash paid out to Cash paid out to Amount cash p	C. BAIRD, received cond from sale, ed from country for incident for surveyone aid for land	on succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession succession successi	ibscr hous treas	pr, in Diption of and control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the	R. ns to l lot havi	capi in So ing p	ital a	stock, . Lee, account . his bill twi \$1,390 9,560 19,132	85 95 93	\$189,440 500 106	00
Amount of cash Amount receive land damage, Amount receive Cash paid out t Cash paid out t Amount cash p Cash paid Kell;	C. BAIRD, received cod from sale, ed from cou for incident for surveyo aid for land y & Adams	Tree	bscr hous treas and c and as mage coni	pr, in Diption of and course, Course, Course, Strate, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course, Course,	R. ns to l lot havi	capi in So ing p	ital a	stock, . Lee, account in the bill twi \$1,390 9,560 19,132 155,325	85 95 93 94	\$189,440 500 106	00
Amount of cash Amount receive land damage, Amount receive Cash paid out i Cash paid out i Amount cash p Cash paid Kell Cash paid	C. BAIRD, n received cod from sale, ed from country for incident for surveyo aid for land y & Adams " "	Tree	asure hous treas and e and as mage conti	pr, in Diption of and course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course, course,	R. ns to l lot havi	capiin So	ital action in the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the co	stock, . Lee, account in the bill twi \$1,390 9,560 19,132 155,325 3,327	85 95 93 94	\$189,440 500 106	00
Amount of cash Amount receive land damage, Amount receive Cash paid out to Cash paid out to Amount cash p Cash paid Kelly Cash paid Amount paid	C. BAIRD, n received cod from sale, ed from countries for incident for surveyo aid for land y & Adams " ed in trans	Tree	abscr hous treas	Diptio e and	account R. ns to to to to to to to to to to to to to	capiin So	ital action in the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the co	stock, . Lee, account in the bill twi \$1,390 9,560 19,132 155,325 3,327	85 95 93 96 44	\$189,440 500 106	00
Amount of cash Amount receive land damage, Amount receive Cash paid out to Amount cash p Cash paid Kelly Cash paid Amount paid Amounts allow inal surveys, Cash in bank,	C. BAIRD, n received of ed from sale, ed from cou for incident for surveyo aid for lane y & Adams " ed in tran and two in	Tree	absert hous	Diptio e and	account R. ns to l lot having R. having R. ns, . nts,	capiin So	ital action in the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	\$1,390 9,560 19,132 155,325 3,327 400	85 95 93 96 44	\$189,440 500 106	00
Amount of cash Amount receive land damage, Amount receive Cash paid out to Cash paid out to Amount cash p Cash paid Kelly Cash paid Amount paid Amounts allow inal surveys,	C. BAIRD, n received of ed from sale, ed from cou for incident for surveyo aid for lane y & Adams " ed in tran and two in	Tree	absert hous	Diptio e and	account R. ns to l lot having R. having R. ns, . nts,	capiin So	ital action in the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	\$1,390 9,560 19,132 155,325 3,327 400	85 95 93 96 44 00	\$189,440 500 106	00
Amount of cash Amount receive land damage, Amount receive Cash paid out to Amount cash p Cash paid Kelly Cash paid Amount paid Amounts allow inal surveys, Cash in bank,	C. BAIRD, n received of ed from sale, ed from cou for incident for surveyo aid for lane y & Adams " ed in tran and two in	Tree	absert hous	Diptio e and	account R. ns to l lot having R. having R. ns, . nts,	capiin So	ital action in the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	\$1,390 9,560 19,132 155,325 3,327 400	85 95 93 96 44 00	\$189,440 500 106	00
Amount of cash Amount receive land damage, Amount receive Cash paid out if Amount cash p Cash paid Kelly Cash paid Amount paid Amount sallow inal surveys, Cash in bank, An unaccount	C. BAIRD, n received of ed from sale, ed from cou for incident for surveyo aid for lane y & Adams " ed in tran and two in	Tree	absert hous	Diptio e and	account R. ns to l lot having R. having R. ns, . nts,	capiin So	ital action in the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	\$1,390 9,560 19,132 155,325 3,327 400	85 95 93 96 44 00 29	\$189,440 500 106	34 37

^{8.} S. ROGERS,

Directors of the Lee and Hudson Railroad Company.

P. C. BAIRD,

H. J. DUNHAM,

C. C. BENTON,

D. W. S. SMITH,

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. November 30, 1874. Then personally appeared S. S. Rogers, P. C. Baird, H. J. Dunham, C. C. Benton, D. W. Smith, and severally made oath to the truth of the foregoing statement by them subscribed.

J. C. CHAFFEE, Justice of the Peace.

Name and Residence of Officers.

S. S. Rogers, President, Lee; P. C. Baird, Treasurer, Lee; H. J. Dunham, Clerk, Stockbridge.

Directors.—S. S. Rogers, Lee; P. C. Baird, Lee; C. C. Benton, Lee; D. W. S. Smith, Lee; H. J. Dunham, Stockbridge; H. W. J. Mali, Stockbridge; J. B. Hull, Stockbridge; C. W. Kniffin, West Stockbridge; G. H. Powers, Hudson, N. Y.

Proper Address for the Company.

LEE AND HUDSON RAILROAD COMPANY, LEE, MASS.

OF THE

LEE & NEW HAVEN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[This road is only partially constructed.]

Capital Stock, Debts, &c.	
Capital Stock.	A rgo 000 00
 Capital stock authorized by charter, Capital stock authorized by votes of company, 	\$500,000 00 375,000 00
3. Capital stock issued (number of shares,);	373,000 00
amount paid in	
4. Capital stock paid in on shares not issued	
(number of shares,),a	
5. Capital stock, total amount paid in,	\$86,923 72
DEBT.	
15. Unfunded debt, incurred for construction, equip-	
ment or purchase of property,*	24,572 33
18. Total debt liabilities,	24,572 33
19. Amount of debt liabilities after deducting cash,	
sinking funds in hands of trustees, and such securities and debt balances as do not repre-	
sent permanent investments,	24,572 33
20. Proportion of same for Massachusetts, †	24.572 33
·	
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY	
1. Grading and masonry,	\$96,361 02
4. Land, land damages and fences,	12,000 00
9. Engineering, agencies, salaries and other ex-	
penses during construction,	3,135 03
10. Total expended for construction,	\$111,496 05
13. Proportion of cost of construction for Massa- chusetts, †	111,496 05
[Unfinished.]	111,450 00
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,	111.496 05
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,	111,496 05
·	•

^{*} This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

† Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

a Subscription of J. B. Davis & Co., contractors, . \$150,000; paid on the same, . \$24,000 25 Subscription of towns and individuals, . . . \$122,000; paid on the same, . \$62,833 47 There are other subscriptions, on which no payments have been made.

General Balance Sheet at Closing of Accounts, September 30, 1874.

				DR	i.							
Cash paid contractor,								•			\$59,798	55
"	divid	end	on st	tock,							24,090	25
" for original	surv	ey,		•	•						700	00
" for enginee	ring,		•								2,060	00
" for inciden	tals,			•							275	03
" for lawyer	s fee,										100	00
Amount due contract	or for	wo	rk,			•	•				12,472	22
Land damage, .	•	•	•	•	•	•	•	•	•	•	12,000	00
Total amount of	constr	uct	ion,	•	•	•	:			•	\$111,496	05
				CE	L.							
Paid in on stock,								\$30	3,923	72		
Bills payable,									100	00		
Due for land damage,								1	2,000	00		
Due contractor, .								1	2,472	22		
Due treasurer,										11		
							-			_	\$111,496	05

ORLOW NORTHWAY,
DARWIN J. BALDWIN,
ALBERT HULL,
NELSON B. TWINING,
FOWLER T. MOORE,
TIMOTHY PERSONS,
CHAS. J. CARTER,
W. TINKER,
E. L. DAY,
P. C. BAIRD,
C. C. HOLCOMBE,

Directors of the Lee and New Haven Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

Berkshire, ss. Lee, December 17, 1874. Then personally appeared the above named directors, and severally made oath to the truth of the foregoing statement by them subscribed.

THOMAS M. JUDD, Justice of the Peace.

Name and Residence of Officers.

Orlow Northway, President, Sandisfield; P. C. Baird, Treasurer, Lee; T. M-Judd, Clerk, Lee.

Proper Address for the Company.

LEE & NEW HAVEN RAILROAD COMPANY, LEE, MASS.

OF THE

LOWELL & ANDOVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[This road is leased to the Boston & Maine Railroad, to be operated by that company when completed.a] .

Capital Stock, Debts, &c.		
Capital Stock.		
1. Capital stock authorized by charter,	Unlimited.	
2. Capital stock authorized by votes of company,	\$500,000 00	
3. Capital stock issued (number of shares, 4,410),	- ,	
amount paid in.	441,000 00	
4. Capital stock paid in on shares not issued	-	
(number shares, 590),	46,280 00	
5. Capital stock, total amount paid in,		\$487,280 00
6. Capital stock paid in per mile of road owned		
by company,	48,245 54	
7. Capital stock paid in, proportion for Massachu-		
setts,*	487,280 00	
8. Capital stock, number of shares issued not en-		
titled to dividends,	None.	
9. Par value of shares, (the average price at		
which shares were sold, \$100).	***	
10. Number of stockholders,	192	
11. Amount of stock held in Massachusetts,	472,400 00	
12. Number of stockholders in Massachusetts, .	184	
Девт.		
13. Funded debt, as follows:—		
Bonds, due July 1, 1894, rate of interest, 6 per		
cent	60,000 00	
14. Total amount of funded debt,	00,000 00	60,000 00
15. Unfunded debt, incurred for construction,		00,000 00
equipment or purchase of property,†	_	_
16. Unfunded debt incurred for any other purpose,	_	
and for what,	None.	
17. Other debts,—current credit balances, &c.	None.	
18. Total debt liabilities,		60,000 00
19. Amount of debt liabilities after deducting cash,		,
sinking funds in hands of trustees, and such		
securities and debit-balances as do not		
represent permanent investments,	Nothing.	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

a See leases and contracts at the end of this volume.

22. Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same,	None.
CASH REALIZED, &c. 23. Total cash realized from capital, and debt incurred for construction, equipment, &c., 24. Total amount of income which has been expended in addition to the has been expended in addition to the has	\$547,28 0 00
pended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property, 25. TOTAL MEANS APPLIED TO CONSTRUCTION,	None.
EQUIPMENT AND PURCHASE OF PROPERTY, . 26. Proportion of above for Massachusetts,*	
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
 Grading and masonry Bridging, Superstructure, including rails, Land, land damages and fences, Passenger and freight stations, wood-sheds and water stations, 	\$153,626 70 30,062 24 66,978 68 106,906 04 4,929 12
6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 8. Interest paid during construction, discount, &c., 9. Engineering, agencies, salaries and other ex-	Nothing. Nothing. Nothing.
penses during construction,	94,177 44 \$396,680 29
built by company,	<u>-</u> -
12. Same per mile of single track built by company, not including sidings,	
13. Proportion of cost of construction for Massachusetts,*	- - ,
EQUIPMENT. [None.]	
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS. [None.]	•
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts,	386,680 22 551,808 88
35. Amount of sinking and contingent funds, and their purpose,	None.

Expenditures Charged to Capital Account during the Year.

[Included in cost of road.]

Revenue for the Year.

[Not in operation.]

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.
a Road not completed.

General Balance Sheet at Closing of Accounts, September 30, 1874.

						D	R.		•	_			
Construct	ion, as	on pa	age 2	20,		•							\$386,680 22
Cash, .	•	•	•	•	•	•	•	•	•	•	•	•	165,128 66
												•	\$ 551,808 88
						CE	l.						
Capital st	ock,.			•						\$487	,280	00	
Interest,										4,	528	88	
Bonds sol	a										000		
	•												\$ 551,808 88
		Descr	iption	ı of I	Road.								
1. Date	when t	he r	oad	or p	ortio	ns th	ereo	f wer	•				
ope	ned for	pub	lic us	3e, ⁻	•	•	•_	•		-			-
2. Lengt	h of m	ain	line	of ro	ad [from	Lov	vell t	0	0.05			
	k M. R.			•	<u>.</u>				٠	8.95 m			
	h of ma		пе-оі	roa	a in	Mas	BRCD	18611	۱, ۱	8.95 n	11108.		_
3. Lengt	ner Star		ith t	rack	laid	if.	Mad	ie no		_			-
	pleted,				, and	,	·	19 110	٦,	7.19 m	ain.	1.1	l3 branches.
4. Lengt			trac	k on	main	line		-	\mathbf{I}	-	,		_
5. Branc	hes own	ned 1	b v c o	mpa	DV:-	-	,	-					
Branc	h to Fr	amiı	ighai	n &	Low	ell R	. R.,	singl	e				
trac	k, leng	gth,			•	•	•			1.15 n	niles.	,	
6. Total	length	of	branc	hes	owne	d by	con	pany	۲,				1.15 miles.
7. Total				168 0	МПӨQ	by c	omp	any i	n.				
8. Total		of b		166 0	$\mathbf{w}\mathbf{n}\mathbf{e}\mathbf{d}$	by c	ю т р	any i	'n				1.15 miles.
	er State		: .	•	•	:	•	•	•	-			-
9. Lengt								•	٠	-			-
10. Total		oı	roaa	perd	ngin	g w	tnie	com	۱- ا			,	10.10 miles.
pan 11. Aggre	y, goto lo	nætb	i of	aidin		nd of	hor	track	ا ـٰـ			1	10.10 m1168.
	above				Ro en	uu o	шег	Maca	٦,	1.16 m	ilee	`	
12. Same						:				1.16 m			
13. Aggre					s bel	longi	ng t	o thi	8			Ş	Not all laid
	ipany,								.	11.26	miles	s. [at this date.
con						_	-		.	11.26	miles	ı. J	•
14. Same	III MISSE	sachī	ısette	3,		• -	•						
 Same Total 	length	sachi of s	isette teel i	s, rails	in tr	acks	belo	ngin	g			•	
14. Same 15. Total to t	length his con	achi of s pan	1sette teel 1 Y,	rails	•	acks	belo	ngin	g	-			-
14. Same 15. Total to t (Weight	length his con thts pe	sachi of s ipan yar	isette teel i y, d,	rails lbs.)	•	•	•	•	•	_			-
14. Same 15. Total to t (Weig 16. Total	length his con thts per length	of s of s pan yar of si	isette teel i y, d, teel-t	rails lbs.) op ra	ils ir	•	•	•	•	-			-
14. Same 15. Total to t (Weig 16. Total	length his con thts per length	of s of s pan yar of si	isette teel i y, d, teel-t	rails lbs.) op ra	ils ir	•	•	•	•	-		•	-
14. Same 15. Total to t (Weig 16. Total ing (Weig	length his con this per length to this this per	sacht of s ipan r yar of si com r yar	isette teel i y, d, teel-t pany d,	lbs.) op ra	ils ir	trac	cks b	elong	-	-			-
 14. Same 15. Total to t (Weight 16. Total ing (Weight 17. Numb 	length his con this per length to this this per er of sp	sacht of s ipan r yar of si com r yar	isette teel i y, d, teel-t pany d,	lbs.) op ra	ils ir	trac	cks b	elong	-	-		wy	- 2 highway
14. Same 15. Total to t (Weig 16. Total ing (Weig 17. Numb was	length his con this con this per length to this this per er of sp rds,	of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sachurant of sa	isette teel i y, d, teel-t pany d, of b	lbs.) op ra lbs.) ridge	ils ir	1 trac 25 fe	cks b	elong · ad up	· .	-		ad	- - ,2 highway.
14. Same 15. Total to t (Weig 16. Total ing (Weig 17. Numb wai 18. Numb	length his con this per length to this ghts per er of sp rds, er of iro	of sachure of sachure of sachure come come come come come come come com	isette teel i y, d, teel-t pany d, of bi	lbs.) op ra lbs.) ridge	ils ir	trac 25 fe	cks b	elong	;-)-),	-		ad	- - ,2 highway.
 14. Same 15. Total to t (Weig 16. Total ing (Weig 17. Numb wa 18. Numb 19. Numb 	length his con this per length to this ghts per er of sp rds, er of iro	of sapan r yar of st com r yar ans on br	isette teel i y, d, teel-t pany d, of bi	lbs.) op ra lbs.) ridge	ils ir	trac 25 fe	cks b	elong	;-)-),	-		ad	- - ,2 highway. -

^{*} Lengths in all cases to be given in miles and decimals.

BRIDGES BUILT WTHIN THE YEAR.

	Kind.	Material.	Length.	When built.
Three over Concord River, Two over B. & L. and L. & L. R. R's.,	Pile bridges, . Howe trues, .	Oak piles, rest. Georgia pine,	1,200 feet, 281 feet,	1874. 1874.
One over Shawsheen River, I'wo over private	Howe trues, .	44	55 feet,	1874.
ways and one over brook, one highway, Forest Street,	Stringers, Stringers, over	64	66½ feet,	· 1874.
•	railroad	44	83½ feet,	1874.
One highway, Vale Street,	Truss, over rail- road,	44	41 feet,	1874.
road, . 24. Number of high	hway bridges 18 hway bridges 1	feet above trac less than 18 fe	None. k, 2 et	
above track, 26. Number of croc are maintain	ssings at which	gates or flagme	en Road not	- running.
above track, 26. Number of cros are maintain 27. Number of cros	ssings at which led, ssings at which	gates or flagme	en Road not	- running. -
above track, 26. Number of croc are maintain 27. Number of croc gates nor fla 28. Number of rail	ssings at which ned, ssings at which gmen,	gates or flagme there are neith	Road not	running. -
above track, 26. Number of croo are maintain 27. Number of croo gates nor fla 28. Number of rail ing each, 29. Number of railr specifying e	seings at which ned, seings at which gmen, road crossings a	gates or flagme there are neith at grade, specifi er other railroad	Road not	- running. - -

F. AYER, E. M. SARGENT, JOSIAH GATES, JACOB ROGERS, H. J. ADAMS, JACOB NICHOLS,

Directors of the Lowell and Andover Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. November 2, 1874. Then personally appeared F. Ayer, E. M. Sargent, Josiah Gates, Jacob Rogers, H. J. Adams and Jacob Nichols, and severally made oath to the truth of the foregoing statement by them subscribed.

GEO. W. S. HURD, Justice of the Peace.

Name and Residence of Officers.

Frederic Ayer, President, Lowell; Jacob Rogers, Treasurer, Lowell; D. B. Bartlett, Clerk, Lowell.

Directors.—Frederic Ayer, Lowell; Gustavus V. Fox, Boston; George Ripley, Andover; Jacob Rogers, James C. Ayer, Josiah Gates, E. M. Sargent, H. J. Adams, Stark Totman, Jacob Nichols,—of Lowell.

Proper Address for the Company.

LOWELL AND ANDOVER RAILROAD COMPANY, LOWELL, MASS.

OF THE

LOWELL & LAWRENCE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[This road is operated by the Boston & Lowell R. R. Corporation.]

	Capital Stock, Debts, &c.	·	
•	CAPITAL STOCK.		
1.	Capital stock authorized by charter,	\$300,000 00	
2.	Capital stock authorized by votes of company,	200,000 00	
3.	Capital stock issued (number of shares, 2,000),	000 000 00	
	amount paid in,	,200,000 00	
4.	Capital stock paid in on shares not issued (number of shares, none).	Nothing.	
5.	Capital stock, total amount paid in,	Mountage.	\$200,000 00
	Capital stock paid in per mile of road owned		4.000,000 0
	by company,	16,194 41	
7.	Capital stock paid in, proportion for Massachu-	,	
_	setts,"	16,194 41	
. 5.	Capital stock, number of shares issued not entitled to dividends,	Woma .	
۵	Par value of shares, \$100 (the average price at	None.	
· •	which shares were sold, \$100.)		
10.	Number of stockholders,	45	
11.	Amount of stock held in Massachusetts,	141,300 00	
12.	Number of stockholders in Massachusetts, .	33	
	Debt.		
13	Funded debt as follows:—		
10.	1st mortgage bonds, due 1878, rate of in-		
	terest 6 per cent.,	49,700 00	
	Total amount of funded debt,		49,700 00
15.	Unfunded debt incurred for construction, equip-	•	· ·
	ment or purchase of property,	Nothing.	
16.	Unfunded debt incurred for any other purpose,	NT - 43 . I	
17	and for what,	Nothing.	
	Total debt liabilities,	10,309 70	60,009 70
	Amount of debt liabilities after deducting cash,		00,000 10
	sinking funds in hands of trustees, and such		
	securities and debt-balances as do not repre-		
	sent permanent investments [balance of		
00	debt],	10 710 07	48,540 65
	Proportion of same for Massachusetts,*	48,540 65	
	Contingent liabilities as guaranter of bonds or	3,930 42	
~~.	debts of other corporations, specifying same,	Nothing.	
	, opening sumo,		

Unless some very good reason exists to the contrary, this proportion should be for the miles
of road in this State compared with the whole. If made on a different basis, please state the
reasons therefor.

reasons therefor.

† This item is not to include balance due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

CASH PRALITING &C		
CASH REALIZED, &c.		
23. Total cash realized from capital and debt in-	60° 4 °00 00	
curred for construction, equipment, &c.,	\$254,7 00 00	
24. Total amount of income which has been ex-		
pended (in addition to funds derived from		
capital and debts) in construction, equip-		
ment and purchase of property,	108,458 12	
25. TOTAL MEANS APPLIED TO CONSTRUCTION,		
EQUIPMENT AND PURCHASE OF PROPERTY,		\$363,158 12
26. Proportion of above for Massachusetts,*	363,158 12	• '
Cost of Road, Equipment and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY.		
1. Grading and masonry,	\$77,516 32	
2. Bridging,	5,304 61	
3. Superstructure, including rails,	161,416 37	
4. Land, land damages and fences,	45,378 81	
5. Passenger and freight stations, wood-sheds and	10,010 01	
	}	
water stations,	} 15,108 19	
6. Engine-houses, car-sheds and turn-tables,		
7. Machine shops,	10 740 07	
8. Interest paid during construction, discount, &c.,	19,748 05	
9. Engineering, agencies, salaries, and other ex-		,
penses during construction,	8,410 49	
10. Total expended for construction,	•	\$332,882 84
11. Average cost of construction per mile of road		- '
built by company,	26,954 07	
12. Same per mile of single track built by com-		
pany, not including sidings,	26,954 07	
13. Proportion of cost of construction for Massa-	20,001 01	
chusetts,*	332,882 84	
	000,000 04	
EQUIPMENT.		
14. Locomotives (number, 2),	15,153 25	
15. Snow-plows on wheels (number,),	None.	_
16. Passenger, mail and baggage cars (number, 4),	7,000 60	•
17. Freight and other cars (number, 26),	8,121 43	
18. Machinery and tools,	Nothing.	
19. Total for equipment,	Mothing.	30,275 28
20. Average cost of equipment per mile of road op-		50,210 20
	0.451.44	
erated by company,	2,451 44	
21. Proportion for Massachusetts,*	30,275 28	
PROPERTY PURCHASED AND ON HAND, NOT INCLUD-		
ED IN THE FOREGOING ACCOUNTS.		
[None.]		
31. Property in Massachusetts (including propor-		
tion of equipment),	363,158 12	
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,	363,158 12	
33. Proportion for Massachusetts,	363,158 12	
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,	,	374,627 17
		J. 2,500 II
35. Amount of sinking and contingent funds and I		
35. Amount of sinking and contingent funds, and their purpose,	None.	

Expenditures Charged to Capital Account during the Year.

[Included in expenditures of B. & L. R. R. Corp.]

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

Revenue for the Year.	
[Operated by the Boston & Lowell R. R. Corporation.]	
19. Income from all other sources (including accretions from sinking funds, investments in stocks, bonds, steambor property, transportation lines, &c., specifying same:— Received as rent for the use of road, 6 per cent. on \$363,00 Rent of land, 20. TOTAL INCOME, 21. Percentage to capital stock and debt, 22. Percentage to means applied to construction, equipment, &c., 6.6	\$21,780 00 6 00 21,786 00
Expenses of Operating the Road for the Year.	
[Paid by the Boston & Lowell Railroad Corporation.]	
CLASS 2 General Traffic Expenses.	
1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not en	
braced in Classes 3 and 4,	. 107 46 . 2,820 16
Net Income, Dividends, &c.	İ
 Total net income above expenses, Amount paid other companies as rent for use of road, spec fying each company, the amount, and basis on which ren 	
is computed, . 3. Net income above expenses and amount paid for rent of road 4. Percentage of same to capital stock and debt, 7.6	. Nothing. 18,965 84
5. Percentage to total means applied to construction, equipment, &c.,	9
6. Paid for interest,	3,116 00
7. Dividends declared, 6 per cent. for the year, amount, .	12,000 00
8. Date of last dividend declared,	Oct. 1.
10. Surplus at commencement of the year,	. 110,767 63
11. Total surplus, 12. Paid to sinking funds in hands of trustees,	. 114,617 47
12. I and to small grands in names of trustees,	. Nothing.
General Balance Sheet at Closing of Accounts, September $\mathbf{D}_{\mathbf{R}}$.	30, 1874.
Railroad,	. \$363,158 12
Cash,	. 11,469 05
	\$ 374,627 17
Cr.	
Capital stock,	
Bonds due 1878,	
	06 00
interest warrants,	
State tax,	2 70
\$113,458.12 for the purchase of the bonds, and for	
the payment of other debts of the company), 114,61	7 47
	\$374,627 17
	Ant along 11

Description of Road.	
1. Date when the road or portions thereof were opened for public use:—	
From Lowell to Lawrence,	1848.
2. Length of main line of road, from Lowell to	43.05 13
Lawrence,*	12.35 miles. 12.35 miles.
Length of main line of road in Massachusetts, In other States,	None.
3. Length of line with track laid, if road is not	1,0110.
completed,	Completed.
4. Length of double track on main line,	None.
5. Branches owned by company, 10. Total length of road belonging to this company,	None. 12.35 miles.
11. Aggregate length of sidings and other tracks	12.00 miles.
not above enumerated,	2.34 miles.
12. Same in Massachusetts,	2.34 miles. •
13. Aggregate length of tracks belonging to this	14 C0 miles
company computed as single track,	14.69 miles. 14.69 miles.
15. Total length of steel rails in tracks belonging	14.00 miles
to this company,	None.
16. Total length of steel-top rails in tracks belong-	••
ing to this company,	None.
17. Number of spans of bridges of 25 feet and upwards,	None.
18. Number of iron bridges (aggregate length,	1101101
feet,),	None.
19. Number of wooden bridges (aggregate length,	
feet,),	3 None.
21. Number of crossings of highways at grade.	12
22. Number of crossings of highways over railroad,	9
23. Number of crossings of highways under rail-	
road,	None.
24. Number of highway bridges 18 feet above track, 25. Number of highway bridges less than 18 feet	None.
above track,	9
26. Number of crossings at which gates or flagmen)
are maintained,	4
27. Number of crossings at which there are neither gates nor flagmen,	Reported by the Boston
28. Number of railroad crossings at grade, specify-	> & Lowell R. R. Corpo-
ing each [enter upon the Boston & Lowell	ration.
and the Boston & Maine Railroads],	1
29. Number of railroad crossings over other rail-	
roads, specifying each,	,
roads, specifying each [Lowell & Andover],.	1
Daving pure years and on the County of the	
ROADS BELONGING TO OTHER COMPANIES, OPER- ATED BY THIS COMPANY UNDER LEASE OR CON-	
TRACT.	
[None.]	
	I

* Length in all cases to be given in miles and decimals.

Rolling Stock.

[Included in report of Boston & Lowell Railroad Corporation.]

Mileage, Traffic, &c.

[Included in report of Boston & Lowell Railroad Corporation.]

List of Accidents in Massachusetts.

					FROM THEIR DUCT OR CA	TOTAL.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		• ;	-	-	-	-	_	-
Employés, .			-	-	-	-	-	-
Others,		• !	-	-	2	· -	2	-

Statement of each Accident.

July 24, 1874.—Joseph Wilson was killed on a crossing near Concord River bridge in Lowell.

August 20.—Nellie Bradshaw, a girl of 9 years, was killed by a train while she was playing on the track near Lowell.

F. B. CROWNINSHIELD, H. HOSFORD, J. G. ABBOTT, GEO. STARK, WILLIAM A. BURKE,

Directors of the Boston & Lowell Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, Ss. BOSTON, November 2, 1874. Then personally appeared J. G. Abbott, George Stark, William A. Burke, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT, Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, November 4, 1874. Then personally appeared Francis B. Crowninshield and H. Hosford, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT, Justice of the Peace.

Name and Residence of Officers.

William E. Livingston, *President*, Lowell. *Directors*.—Isaac Farrington, Otis Allen, John F. Kimball, Hocum Hosford, Henry C. Howe, Edward Tuck,—all of Lowell. F. H. Nourse, *Clerk and Treasurer*, Boston.

Proper Address for the Company.

LOWELL & LAWRENCE RAILROAD COMPANY, F. H. Nourse, Treasurer, Boston.

OF THE

MANSFIELD & FRAMINGHAM RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased to and operated by the Boston, Clinton & Fitchburg R. R. Company.]

Capital Stock, Debts, &c.		
Capital Stock.		
1. Capital stock authorized by charter,	\$600,000 00	
2. Capital stock authorized by votes of company,	300,000 00	
3. Capital stock issued (number of shares, 3,000);	900 000 00	
amount paid in, 4. Capital stock paid in on shares not issued (num-	300,000 00	
ber of shares, 79),	1,580 00	
5. Capital stock, total amount paid in,	•	\$301,580 00
6. Capital stock paid in per mile of road owned	14 100 00	
by company, 7. Capital stock paid in, proportion for Massachu-	14,192 00	
setts.*	14,192 00	
8. Capital stock, number of shares issued not en-	•	
titled to dividends,	None.	
9. Par value of shares, (the average price at which shares were sold,).		
10. Number of stockholders,	173	
11. Amount of stock held in Massachusetts,	292,100 00	
12. Number of stockholders in Massachusetts,	165	
ДЕВТ.		
13. Funded debt, as follows:—		
1st mortgage bonds, due July 1, 1889, rate of		
interest, 7 per cent.,	300,000 00	
Coupon notes, due Feb. 1, 1881, rate of interest,	120,000 00	
Coupon notes, due Nov. 1, 1881, rate of interest,	120,000 00	
8 per cent.,	50,000 00	_
14. Total amount of funded debt,		\$ 470,000 00
15. Unfunded debt incurred for construction, equipment or purchase of property, †	68,000 00	
16. Unfunded debt incurred for any other purpose,	00,000 00	
and for what,	-	_
17. Other debts—current credit balances, &c.,	13,394 60	*** *** **
18. Total debt liabilities,		551,394 60
sinking funds in hands of trustees, and such		
annuities and dubt balances on do not rooms		
securities and debt balances as do not repre- sent permanent investments,		540,919 76

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

[†] This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

On Description of some for Massachusetts #	0540.010.56	
20. Proportion of same for Massachusetts,*	\$540,919 76	
21. Proportion of same per mile of road,	20,709 03	
22. Contingent liabilities as guarantor of bonds or	NT . 43. 2	
debts of other corporations, specifying same,	Nothing.	
CASH REALIZED, &C.		
23. Total cash realized from capital and debt in-		
curred for construction, equipment, &c.,	834,024 72	
24. Total amount of income which has been ex-	0.02,002 10	
pended (in addition to funds derived from		
capital and debt) in construction, equip-		
ment, and purchase of property,	Nothing.	
25. Total means applied to construction,	110thing.	
EQUIPMENT AND PURCHASE OF PROPERTY, .		\$834,024 72
26. Proportion of above for Massachusetts,*	All.	4001,021 12
		•
Cost of Road, Equipment and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY.	#010 01F 00	
1. Grading and masonry,	\$ 246,245 39	
2. Bridging,	6,398 94	
3. Superstructure, including rails,	316,498 15	
4. Land, land damages and fences,	107,233 05	
5. Passenger and freight stations, wood-sheds and		
water stations,	39,716 73	
6. Engine-houses, car-sheds and turn-tables,	76,473 32	
7. Bond discount.		
8. Interest paid during construction, discount, &c.	10,885 91	•
9. Engineering, agencies, salaries and other expenses during construction,	41,439 83	
10. Total expended for construction,	41,400 00	844,891 32
11. Average cost of construction per mile of road		044,001 02
built by company,	39,759 59	
12. Same per mile of single track built by com-	00,100 00	
pany, not including sidings,	39,759 59	
13. Proportion of cost of construction for Massa-	00,100 00	
chusetts,*	All.	
EQUIPMENT.		
[Furnished by lessees.]		
D		•
PROPERTY PURCHASED AND ON HAND, NOT INCLUD-		
ED IN THE FOREGOING ACCOUNTS.	0.400.00	
27. Investment in telegraph line,	2,400 00	
29. Other property purchased:—	107 50	
Office furniture,	127 50	
Tank at Mansfield,	3,555 98	6 000 40
30. Total property purchased,		6,083 48
99 The same of the Co. M	850,974 80	850,974 80
34. Total property and assets of the company,	000,014 00	861,449 64
35. Amount of sinking and contingent funds, and		001,440 04
their purpose,	10,000 00	
		
Expenditures Charged to Capital Account during the	ne Year.	
		\$1.994.0P
4. Land,	nt anguify	\$1,224 08
	ne, apecity-	
ing same:— Turnouts and sidings at Mansfield,	1	30,577 25
Tank at Mansfield,		3,555 98
A THE RECEIPTION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY O		9,000 00

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

232 MANSFIELD & FRAMINGHAM RAILROAD. [Jan.

16. Total, .												
17. Druggester cold a			. .								Anr 957	-
 Property sold a Net addition to c 	apital	acco	ea cr	for th	e year	r,	:	:	: :		\$35,357 35,357	
	Rev	enu	e for	the	Year.							
[O]	perate	d by	ъ.,	C. &	F. R	R. R.]	1					
1. Receipts as re	nts fo	r u	8e o	f roa	ad an	id eq	լսiթո	nen	t, when		A 40	•
leased, . 2. Total Earnine	•	•	•	•	•	•	•	•			\$49,638	
0. TOTAL INCOME.		•	•	•	•	•	•	•		1	49,638 49,638	
1. Percentage to c	apital	l sto	ck a	nd n	et del	bt.	:	:	5.89		40,000	•
2. Percentage to	mean	a a p	plie	d to	cons	truc	tion,	eq				
ment, &c.,	•	•	•	•	•	•	•	•	5.83			
. Expenses	of Op	erati	ing t	he R	oad f	or th	e Ye	er.				
[P	aid by	7 В.,	C. 6	& F.	R. R.	Co.]	l		•			
1. Taxes, State an				Expen	868.						\$73 9	25
2. General salarie			cnen	868 я	nd m	iscel	lane	ona.	not em-	1	61.03	•
braced in Cl								- 40			1,013	80
7. TOTAL EXPENSE			•	•		•				1	1,753	
	-										•	
	Net I	ncon	10, I	ivide	nds, é	ke.	•			İ		
1. Total net inc			•		•		Ner	a			8.17 NRA	or
3. Net income above									or rent of	•	\$47,884	3
roads, .				•			pu				47,884	97
4. Percentage of a	same t	o ca	pita	l sto	ck an	d de	bt,		5.68	1	,	
5. Percentage to							nstr	\mathbf{uct}		1		
equipment, d			•						5.63	1		
6 Daid for interes	- 4									i	40 00~	~1
6. Paid for interes 7. Dividends decl	st, ared	n	or ce	nt f	or th		or o			İ,	40,297	71
Dividends declar	ared,		er ce	nt. í	or th	e ye	ar, a	not	int,	2	40,297 None.	7 1
7. Dividends deck 8. Date of last div	ared, videnc	l de	er ce clare	nt. f ed,	or th	e ye	ar, a	mot :	int,	:		_
	ared, videnc vyear mence	l de or emei	er ce clare surp	ent. f ed, dus,	or th	e ye:	ar, a	mot : :	int, .		None. 7,587 887	20 74
7. Dividends declass. Date of last div. 9. Balance for the lo. Surplus at com. 1. TOTAL SU	ared, vidend year mence RPLUS	l de or emei s.	er ce clare surp it of	ent. f ed, dus, the	or th	e ye		mou	int, .		None. 7,587 887 8,475	26 74 01
7. Dividends declars. Date of last div 9. Balance for the 0. Surplus at com 1. Total su	ared, vidend year mence RPLUS	l de or emei s.	er ce clare surp it of	ent. f ed, dus, the	or th	e ye		mot : : :	int, .		None. 7,587 887	26 74 01
7. Dividends declars. Date of last div 9. Balance for the 0. Surplus at com 1. Total su	ared, vidend vyear mence RPLUs fund	l de or emei s, s in	er ce clare surp it of hane	ent. fed, olus, the ds of	year,	e ye: : : tees,	:	:			None. 7,587 887 8,475 5,000	26 74 01
7. Dividends deck 8. Date of last div 9. Balance for the 0. Surplus at com 1. Total su 2. Paid to sinking General Bal	ared, vidend vyear mence RPLUs fund	l de or emei s, s in	er ce clare surp it of hane	ent. fed, olus, the ds of	year,	e ye: : : tees,	:	Sep	otember 3	0, 1	None. 7,587 887 8,475 5,000	26 74 01
7. Dividends deck 8. Date of last div 9. Balance for the 0. Surplus at com 1. Total su 2. Paid to sinking General Bal	ared, vidend vyear mence RPLUs fund	l de or emei s, s in	er ce clare surp it of hane	ent. fed, olus, the ds of	year, trust	e ye: : : tees,	:	Sep	otember 3	332	None. 7,587 887 8,475 5,000	26 74 01
7. Dividends deck 8. Date of last div 9. Balance for the 0. Surplus at com 1. TOTAL SU 2. Paid to sinking General Bal Construction, Felegraph line,	ared, vidence vear mence RPLUS fund	l de or emei s, s in	er ce clare surp it of hane	ent. fed, olus, the ds of	year, trust	e ye: : : tees,	:	Sep	otember 3	332	None. 7,587 887 8,475 5,000	26 74 01
7. Dividends deck 8. Date of last div 9. Balance for the 0. Surplus at com 1. TOTAL SU 2. Paid to sinking General Bal Construction, Felegraph line,	ared, vidence vear mence RPLUS fund	l de or emei s, s in	er ce clare surp it of hane	ent. fed, olus, the ds of	year, trust	e ye: : : tees,	:	Sep	otember 3	32	None. 7,587 887 8,475 5,000	26 74 01
7. Dividends deck 8. Date of last div 9. Balance for the 0. Surplus at com 1. Total su 2. Paid to sinking General Bal Construction, Felegraph line, Fank at Mansfield,	ared, vidence vear mence RPLUS fund	de or or s, s in sheet	er ce clare surp it of hane	ent. fed, olus, the ds of	year, trust	e ye: : : tees,	:	Sep	\$844,891 2,400 3,555	32 00 98	None. 7,587 887 8,475 5,000	26 74 01
7. Dividends deck 8. Date of last div 9. Balance for the 0. Surplus at com 1. Total su 2. Paid to sinking General Bal Construction, Felegraph line, Fank at Mansfield,	ared, vidence vear mence RPLUS fund	de or or s, s in sheet	er ce clare surp it of hane	ent. fed, olus, the ds of	year, trust	e ye: : : tees,	:	Sep	\$844,891 2,400	32 00 98	7,587 847 8475 5,000	20 74 01 00
7. Dividends decl. 8. Date of last div. 9. Balance for the 0. Surplus at com 1. TOTAL SU 2. Paid to sinking General Bal Construction, Felegraph line, Fank at Mansfield, Office furniture,	ared, vidence vear mence RPLUS fund	de or or s, s in sheet	er ce clare surp it of hane	ent. fed, olus, the ds of	year, trust	e ye: : : tees,	:	Sep	\$844,891 2,400 3,555	32 00 98	7,587 8475 5,475 5,000	20 74 01 00
7. Dividends decl. 8. Date of last div. 9. Balance for the 0. Surplus at com 1. TOTAL SU 2. Paid to sinking General Bal Construction, Felegraph line, Fank at Mansfield, Office furniture, Cash,	ared, vidence vear mence RPLUS fund	de or or s, s in sheet	er ce clare surp it of hane	ent. fed, olus, the ds of	year, trust	e ye: : : tees,	:	Sep	\$844,891 2,400 3,555	32 00 98	7,587 8,475 8,475 5,000 1874. \$850,974 474	20 74 00 80 84
7. Dividends decl. 8. Date of last div. 9. Balance for the 0. Surplus at com 1. TOTAL SU 2. Paid to sinking General Bal Construction, Felegraph line, Fank at Mansfield, Office furniture, Cash,	ared, vidence vear mence RPLUS fund	de or or s, s in sheet	er ce clare surp it of hane	ent. fed, olus, the ds of	year, trust	e ye:	:	Sep	\$844,891 2,400 3,555	32 00 98	7,587 8,475 5,000 1874. \$850,974 474 10,000	20 74 01 00 86 00
7. Dividends deck 8. Date of last div 9. Balance for the 0. Surplus at com 1. TOTAL SU 2. Paid to sinking General Bal Construction, Celegraph line, Cank at Mansfield, Office furniture, Cash,	ared, vidence vear mence RPLUS fund	de or or or or or or or or or or or or or	er ce clare surp it of hane	ent. fed, olus, the ds of	or the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the	e ye:	:	Sep	\$844,891 2,400 3,555	32 00 98	7,587 8,475 8,475 5,000 1874. \$850,974 474	20 74 01 00 86 00
7. Dividends deck 8. Date of last div 9. Balance for the 0. Surplus at com 1. TOTAL SU 2. Paid to sinking General Bal Construction, Felegraph line, Fank at Mansfield, Office furniture, Fash, Sinking Fund,	ared, vidence vear mence RPLUS fund	de or or or or or or or or or or or or or	er ce clare surp it of hane	ent. fed, olus, the ds of	year, trust	e ye:	:	Ser	\$844,891 2,400 3,555 127	32 00 98 50	\$850,974 474 10,000 \$861,449	20 74 01 00 86 00
7. Dividends deck 8. Date of last div 9. Balance for the 0. Surplus at com 1. TOTAL SU 2. Paid to sinking General Bal Construction, Felegraph line, Fank at Mansfield, Office furniture, Fash, Sinking Fund,	ared, vidence year mence RPLU's; fund	de or or or or or or or or or or or or or	er ce clare surp it of hane	ent. f ed, dus, the ds of Closir	year, trust ng of DR.	e ye:	:	Ser	\$844,891 2,400 3,555 127	32 00 98 50	\$850,974 474 10,000 \$861,449	20 74 01 00 86 00
7. Dividends deck 8. Date of last div 9. Balance for the 0. Surplus at com 1. TOTAL SU 2. Paid to sinking General Bal Construction, Telegraph line, Tank at Mansfield, Diffice furniture, Tash, Sinking Fund, 'apital stock, Mortgage bonds,	ared, vidence vear mence RPLUS fund	de or or or or or or or or or or or or or	er ce clare surp it of hane	ent. fed, olus, the ds of	or the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the	e ye:	:	Ser	\$844,891 2,400 3,555 127 \$301,580 300,000	0, 1 32 000 98 50	\$850,974 474 \$861,449	20 74 01 00 86 00
7. Dividends deck 8. Date of last div 9. Balance for the 0. Surplus at com 1. TOTAL SU 2. Paid to sinking General Bal Construction, Felegraph line, Fank at Mansfield, Office furniture, Cash, Sinking Fund, Capital stock, Mortgage bonds, Coupon notes,	ared, vidency year mence RPLUS; fund.	I de or emer i, s in Bhoot	er ce clare surp it of hane	ent. f ed, dus, the ds of Closir	year, trust ag of DR.	e ye:	:	Ser	\$844,891 2,400 3,555 127 \$301,580 300,000 170,000	32 000 98 50 000 000	\$850,974 474 \$861,449	20 74 01 00 86 00
7. Dividends deck 8. Date of last div 9. Balance for the 10. Surplus at com 11. TOTAL SU 2. Paid to sinking General Bal Construction, I clegraph line, I ank at Mansfield, Office furniture, Cash, Sinking Fund, Capital stock, Mortgage bonds, Coupon notes, Bills and debts pa	ared, vidency year mence RPLUS; fund	l de or emers, s in	er cee clare surprit of hand	ent. f ed, dus, the ds of Closir	year, trust ag of DR.	e ye:	:	Ser	\$844,891 2,400 3,555 127 \$301,580 300,000 170,000 81,394	32 00 98 50 00 00 00 60	8850,974 10,000 8861,449	20 74 01 00 86 00
7. Dividends decl. 8. Date of last div. 9. Balance for the 10. Surplus at com. 11. Total su. 12. Paid to sinking	ared, vidence year mence RPLUS fund	I de or emer i, s in Bhoot	er ce clare surp it of hane	ent. f ed, dus, the ds of Closir	year, trust ag of DR.	e ye:	:	Ser	\$844,891 2,400 3,555 127 \$301,580 300,000 170,000 81,394	32 000 98 50 000 000 600 04	8850,974 10,000 8861,449	20 74 01 00 64

Description of Road.		
1. Date when the road or portions thereof were		
opened for public use :	77.1.1090	
From Mansfield to Framingham,	Feb. 1870.	
2. Length of main line of road [from Mansfield to		01.05 :1.55
Framingham],*	A 11	21.25 miles.
Length of main line of road in Massachusetts,	All.	
3. Length of line with track laid, if road is not	None.	
completed,	None.	
4. Length of double track on main line,	доце.	
5. Branches owned by company,	-	21.25 miles.
10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks		ZI.ZJ IIIICS.
not above enumerated,	4.7 miles.	
12. Same in Massachusetts,	4.7 miles.	
13. Aggregate length of tracks belonging to this	4.1 111106.	
company, computed as single track,	25.95 miles.	
14. Same in Massachusetts,	25.95 miles.	
15. Total length of steel rails in tracks belonging		
to this company,	_	· -
(Weights per yard,)		
16. Total length of steel-top rails in tracks belong-		
ing to this company,	-	-
(Weights per yard,)		
17. Number of spans of bridges of 25 feet and up-		
wards,	1	
18. Number of iron bridges (ag. length, feet),		-
19. Number of wooden bridges (ag. length, 85 feet),	1	
20. Bridges built within the year,	None.	
21. Number of crossings of highways at grade,	28	
22. Number of crossings of highways over railroad,	1	
23. Number of crossings of highways under rail-	1	
24. Number of highway bridges 18 feet above track,	î	
25. Number of highway bridges less than 18 feet	•	
above track,	None.	
26. Number of crossings at which gates or flagmen	21020	
are maintained	6	
27. Number of crossings at which there are neither		
gates nor flagmen,	22	
28. Number of railroad crossings at grade, specify-		
ing each,	4	
29. Number of railroad crossings over other rail-		
roads, specifying each,	None.	
30. Number of railroad crossings under other rail-		
roads, specifying each,	None.	
Rolling Stock.		
[None.]	l	
Mileage, Traffic, &c.		
[Included in report of B., C. & F. R. R. Co.]		

* Length in all cases to be given in miles and decimals.

GEO. A. TORREY,
H. A. BLOOD,
H. N. BIGELOW,
GEO. E. TOWNE,
A. A. FOLSOM,
A. E. SWASEY,
AND'W. G. PIERCE,
OTIS CAREY,

Directors of the Mansfield & Framingham Railroad Company.

234 MANSFIELD & FRAMINGHAM RAILROAD. [Jan.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. November 16, 1874. Then personally appeared Geo. A. Torrey, H. A. Blood, H. N. Bigelow, Geo. E. Towne, A. A. Folsom and And'w G. Pierce, and severally made oath to the truth of the foregoing statement by them subscribed.

E. D. HEWINS, Justice of the Peace.

Name and Residence of Officers.

E. P. Carpenter, President, Foxboro'; Hosea Hyde, Treasurer, Newton.

Directors.—H. A. Blood, Fitchburg; Jno. Henry Elliot, Keene; Geo. A. Torrey, Boston; Geo. E. Towne, Boston; Lyman Nichols, Boston; A. A. Folsom, Boston; Otis Carey, Foxboro'; Jonathan Holbrook, Sherborn; A. E. Swasey, Taunton; Henry N. Bigelow, Clinton; Andrew G. Pierce, New Bedford.

Proper Address for the Company.

MANSFIELD & FRAMINGHAM RAILROAD COMPANY, 17 U. S. HOTEL BLOCK, BOSTON, MASS.

OF THE

MARTHA'S VINEYARD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[A narrow-gauge road.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.	•	_
apital stock authorized by charter,	\$40,000 00	•
apital stock authorized by votes of company, apital stock issued (number of shares, 90),	40,000 00	
amount paid in,	9,000 00	
(number of shares, 310),	31,000 00	
apital stock, total amount paid in,	•	\$40,000 00
spital stock paid in per mile of road owned		*
by company,	4,801 92	
apital stock paid in, proportion for Massachu-		
setts,*.	40,000 00	
apital stock, number of shares issued not enti-		
tled to dividends,	-	-
ar value of shares, \$100 (the average price at which shares were sold, \$100).		
umber of stockholders,	21	
mount of stock held in Massachusetts,	40,000 00	
umber of stockholders in Massachusetts,	21	
Девт.		
nfunded debt, incurred for construction,	47 000 00	
equipment or purchase of property, t	45,388 36	45 200 20
mount of debt liabilities after deducting cash,		45,388 36
sinking funds in hands of trustees, and such		
securities and debt balances as do not repre-	•	
sent permanent investments		35,469 58
oportion of same for Massachusetts,*	35,469 58	00,100 00
roportion of same per mile of road,	4,258 04	
CASH REALIZED, &C.		
OTAL MEANS APPLIED TO CONSTRUCTION,		
EQUIPMENT AND PURCHASE OF PROPERTY, .		78,260 29
oportion of above for Massachusetts,*	78,260 29	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

Cost of Road, Equipment, and Property.		
Construction of Road and Branches built by Company.		
1. Grading and masonry,	\$66,888 36	
3. Superstructure, including rails,	\	
8. Interest paid during construction, discount, &c.,9. Engineering, agencies, salaries and other ex-	1 60	
penses during construction,	387 53	Acr com 40
10. Total expended for construction,		\$ 67,277 49
built by company,	8,076 53	
12. Same per mile of single track built by company, not including sidings,	8,076 53	
13. Proportion of cost of construction for Massa-	·	
chusetts,*	67,277 49	
EQUIPMENT. 14. Locomotives (number, 1),	6,000 00	
16. Passenger, mail and baggage cars, (number, 3), .	4,982 80	40.033.00
19. Total for equipment,		10,982 80
erated by company,	1,318 37	
21. Proportion for Massachusetts,*	10,982 00	
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS. [None.]		
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,	Arro 0.00 00	78,260 29
33. Proportion for Massachusetts,	\$ 78,260 29	88,179 07
Revenue for the Year.		
[Since August 24, 1874.]		
1. Receipts from local passengers on roads opera	ted by this	
company,		\$4,011 39 17 32
5. Receipts for mails,		-
6. Total receipts from passenger department, 12. Total Earnings [for 35 days],	: : :	4,028 71 4,028 71
13. Per mile of the road operated,	. \$483 64	-,
14. Per mile of road operated,—computed as single track, not including sidings,	. 483 64	
15. Per train mile,	. 1.651 . 4,028 71	
20. Total income,		4,028 71
21. Percentage to capital stock and debt,22. Percentage to means applied to construction, eq	. 5.60	
ment, &c.,	. 5.15	
Expenses of Operating the Road for 35 Day	s.	
CLASS 1.—Maintenance of Way and Buildings (charged expenses). [Nothing.]	to operating	
Class 2.—General Traffic Expenses.		
9. Fuel—2 cords of wood, cost \$15; 20 tons of coal 10. Water,	i, cost \$9.50,	\$205 00

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

1. Oil and waste,	\$20 00
4. TOTAL, 5. Proportion belonging to passenger department,* . \$225 00	225 00
5. Proportion belonging to passenger department,* . \$225 00 6. Proportion belonging to freight department,* .	
CLASS '3.—Passenger-Train Expenses.	
4. Salaries, wages and incidentals of passenger department, .	1,013 00
6. TOTAL,	1,013 00
7. Total expenses of operating the road, embraced in Classes 1, 2, 3,	1,238 00
8. Per mile of the road operated,	1,230 00
9. Per mile of single track operated, not includ-	
ing sidings,	
0. Per train mile, 0.507	
1. Proportion for Massachusetts, 1,238 00	
2. Percentage of expenses to income, 30 73	
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$2,790 71
3. Net income above operating expenses for 35 days,	2,790 71
4. Percentage of same to capital stock and debt, . 3.88	,
5. Percentage to total means applied to construc-	
tion, equipment, &c., 3.57	
9. Balance for the year or surplus,	2,790 71
0. Surplus at commencement of the year,	-
11. Total surplus,	2,790 71
2. Paid to sinking funds in hands of trustees,	-
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. Total receipts from Passenger Department, as per "Rev-	
enue for the Year," No. 6,	\$4,028 71
2. (Total receipts per train mile, \$1.651.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	_
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15,	995 A
5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	225 00 1,013 00
6. Total expenses,	1,238 0
7. (Total expenses per train mile, \$0.507.)	1,200 0
8. NET EARNINGS,	2,790 7

^{*} Computed on gross receipts from passenger and freight departments.

General Balance Sheet at Closing of Accounts, September 30, 1874.

				1	R.							
Paid on account o	f con	structi	on,						\$66,888	36		
Expense during co	onstr	uction,							291	53		
Interest during co	nstr	uction,							1	60		
Insurance during	cons	truction	n, .						96	00		
_											\$67,277	49
Equipment, .											10,982	80
Due from stockho	lders	, .							•		3,476	88
S. L. Minot, .									•		342	00
Henry Ripley,											2,290	71
Cash,	•		•	•	•	•	•	•	•	•	3,809	19
											\$ 88,179	07

					Cr.						
Capital stock,									\$40,000	00	
N. M. Jernegan,									17,200		
Bills payable,				•					15,800		
W. H. Handy,									388		
Hills & Pratt,									12,000	00	
Surplus, .	-				•				2,790		
Carpias, .	•	Ĭ		·	•	•	•	•		_	\$88,179 07
1. Date when t		-	n of Bo		herec						,
opened for	. Dn	blic 1	nse	топр 1	morec	, we	40	Αn	gust 24,	187	4.
2. Length of m	ain	line	of road	[fro	m Òal	c Blu	ffa	-	·B		
to Katams					٠,	• ,	. •	~ ~			33 miles.
Length of m 10. Total length								8.3	3 miles.		33 miles.
11. Aggregate le	net	h of	aidinga	and	other	trac	ka			0.0	oo miioe.
not above				•	•				0 mile.		
12. Same in Mas				•	.•	. •	.•	.5	0 mile.		
13. Aggregate le						to U	178		3 miles.	•	
14. Same in Mass				Rie m	ack,	•			3 miles. 3 miles.		
19. Number of w	ood	en b	ridges (aggre	gate	lengi	h.	-			
feet, 553),	•	•	• •	•	•	•		1			
20.		Brid	ges Bu	ILT W	ITHIN	THU	Yr.	AR.			
Location.		K	ind.	1	Cateria	1.		Len	gth.	W	hen built.
Sauchatacket, .	<u>.</u>	restle		Woo	d,		553	feet,		June	and July.

LOCATION.	Kind.	Material.	Material. Length.				
Sauchatacket, .	. Trestle, .	. Wood,	553 feet, .	. June and July.			
21. Number of cr	ossings of high	ways at grade,	. 4				
27. Number of cr gates nor fl		h there are neitl					
gates nor n 35. Total miles o		by this compan	av. 4	8.33			
36. Total miles o		l by this compa	ny				
in Massach				8. 33			
37. Number of st this compa		roads operated	by 3				
38. Same in Mass		• • •	. 3				
		•					

^{*} Length in all cases to be given in miles and decimals.

Rolling Stock.

	Total number.	Value.	Per mile road operated.
1. Locomotives (average weight of engines in working order, tons), Locomotives (maximum weight of engines in working order,),	} 1	\$ 6,000 00	.120
2. Tenders (average weight of tenders full of fuel and water,),	} -	-	-
6. Passenger cars (average weight, 51 tons.), Passenger cars (maximum weight, 7 tons.)	3	4,982 80	.360
13. Total value,		\$10,982 80	
 Rate of speed of express passenger trains, including stops, Rate of speed of accommodation trains, including stops, Total train miles run, Number of through passengers (whole length of road), Number of local passengers (over part of road), Total number of passengers carried, Total passenger mileage, or passengers carried one mile, Highest rate of fare per mile, for any distance, Lowest rate of fare per mile, for any distance (single fare), Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company, Average rate of fare per mile for all passengers, Average number of cars in passenger trains, including baggage cars, Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers, Number of persons regularly employed by company, including officials, 	20 mil 3,600 2,777 6,377 6 cent 4.5 cen 5.25 ce 5.25 ce 2.5	nts. ents. ents.	
Classification of Business.			
Passengers.			

2. Passengers travelling only within this State, 6,377

E. P. CARPENTER, G. N. COLLINS, S. L. NORTON, NATH'L M. JERNEGAN, WM. P. CHADWICK,

Directors of the Martha's Vineyard Railroad Company.

COMMONWEALTH of MASSACHUSETTS.

DUKES COUNTY, ss. November 2, 1874. Then personally appeared E. P. Carpenter, G. N. Collins, S. L. Norton, Nathaniel M. Jernegan and William P. Chadwick, and severally made oath to the truth of the foregoing statement by them subscribed.

J. T. PEASE, Justice of the Peace.

Name and Residence of Officers.

Directors.—E. P. Carpenter, President, Foxborough; Laban Pratt, Fice-President, Neponset; S. L. Norton, N. M. Jernegan, G. N. Collins, W. P. Chadwick, Edgartown; J. K. Baker, Dennis; Henry Stumcke, Boston; J. S. Shepard, Canton; J. H. Hills, Newton. Joseph T. Pease, Treasurer, Edgartown; Henry Ripley, Superintendent, Edgartown.

Proper Address for the Company.

MARTHA'S VINEYARD RAILROAD COMPANY, EDGARTOWN, MASS.

OF THE

MASSACHUSETTS CENTRAL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.	•
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$ 6,000,000 00
2. Capital stock authorized by votes of company,	3,000,000 00
3. Capital stock issued (number of shares, 3,677);	
amount paid in,	367,700 00
4. Capital stock paid in on shares not issued (num-	1 000 000 00
ber of shares, 26,323),	1,386,976 93
5. Capital stock, total amount paid in,	\$1,754,676 93
6. Capital stock paid in per mile of road owned	
by company,	- 1
setts,"	1,754,676 93
8. Capital stock, number of shares issued not en-	1,101,010 00
titled to dividends,	<u> </u>
9. Par value of shares, \$100; (the average price	
at which shares were sold, \$100).	
10. Number of stockholders,	456
11. Amount of stock held in Massachusetts,	2,988,700 00
12. Number of stockholders in Massachusetts,	450
DEBT.	
13. Funded debt as follows:—	
1st mortgage bonds, due Jan. 1, 1893, rate of	
interest, 7 per cent.,	995,000 00
14. Total amount of funded debt,	995,000 00
 Unfunded debt, incurred for construction, equip- 	
ment or purchase of property,	32,614 59
16. Unfunded debt incurred for any other purpose,	
and for what,	
17. Other debts—current credit balances, &c.,	1 007 614 50
18. Total debt liabilities,	1,027,614 59
19. Amount of debt liabilities after deducting cash,	
sinking funds in hands of trustees, and such securities and debt balances as do not repre-	
sent permanent investments,	982,295 14
[Claims for unpaid assessments not deducted.]	600,000 14
20. Proportion of same for Massachusetts,*	982,295 14
21. Proportion of same per mile of road,	
	· ·
22. Contingent liabilities as guarantor of bonds or	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.
† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

investments.

Cash realized, &c. 23. Total cash realized from capital and debt incurred for construction, equipment, &c., 24. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property, 25. Total means applied to construction, equipment and purchase of property, 26. Proportion of above for Massachusetts,*	\$2,774,995 5,135	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY. 1. Grading and masonry,	\$2,353,740 176,495 76,388	75
9. Engineering, agencies, salaries and other expenses during construction, 10. Total expended for construction,	135,482	
11. Average cost of construction per mile of road built by company,	Not compl	
12. Same per mile of single track built by company, not including sidings,	_	
13. Proportion of cost of construction for Massachusetts,*	2,742,107	15
EQUIPMENT. [None.]		
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. [None.]		
32. WHOLE AMOUNT OF PERMANENT INVEST-	0.740.107	15
MENTS, 33. Proportion for Massachusetts, 34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,	2,742,107 2,742,107 2,787,426	15
[Claims for unpaid assessments not included.] 35. Amount of sinking and contingent funds, and their purpose,	-	-
Revenue for the Year.		
[No part of road operated.]		
 Income from rent of property other than road ment, specifying same [dwellings and land], Total income, Percentage to capital stock and debt, Percentage to means applied to construction equipment, &c., 	0.10	\$2,801 22 2,801 22
Net Income, Dividends, &c.		
9. Balance for the year, or surplus, 10. Surplus at commencement of the year, 11. Total surplus,		\$2,801 22 2,333 86 5,135 08
,		3,255

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

General Balance Sheet at Closing of Accounts, Sept. 30, 1874.

		Dr.							
Contract (payments on), .								\$2,353,740	00
Land, land damages and fences	з, .							176,495	7 5
Engineering and miscellaneous	, .	•						135,482	97
Interest,								76,388	43
Notes and accounts receivable,								43,926	76
Cash,		•	•	•	•	•	•	1,392	69
								\$2,787,426	60
		Cr.						- , .	
Capital stock,					\$1,754	,676	93		
First mortgage bonds,					995	,000	00		
Notes payable,					20	,051	87		
Credit balances of individual a	ccount	8, .			12	562	72		
Rents,		•			5	,135	08		
								\$ 2,787,426	60

JAMES M. STONE, FRANCIS BRIGHAM, FRANKLIN BONNEY, JAMES S. DRAPER, LEWIS J. DUDLEY, J. EDWIN SMITH, GEO. HOUGHTON,

Directors of the Massachusetts Central Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. October 28, 1874. Then personally appeared James M. Stone, Francis Brigham, Franklin Bonney, James S. Draper, Lewis J. Dudley, J. Edwin Smith and George Houghton, and severally made oath to the truth of the foregoing statement by them subscribed.

FRAN'S J. PARKER, Justice of the Peace.

Name and Residence of Officers.

James M. Stone, President, Charlestown; James S. Draper, Clerk, Wayland; Francis J. Parker, Treasurer, Newton; Edward Frost, Chief Engineer, Littleton. Directors.—James M. Stone, Charlestown; James S. Draper, Wayland; Francis Brigham, Hudson; George Houghton, Hudson; Hiram Wadsworth, Barre; E. B. Shattuck, Barre; Lewis J. Dudley, Northampton; Henry F. Hills, Amherst; Chas. A. Cutting, Boston; J. Edwin Smith, Barre; Franklin Bonney, Hadley.

Proper Address for the Company.

MASSACHUSETTS CENTRAL RAILROAD COMPANY, No. 10 Pemberton Square, Boston.

OF THE

MIDDLESEX CENTRAL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased to and operated by the Boston & Lowell Railroad Co.]

Capital Stock, Debts, &c.		
CAPITAL STOCK. 1. Capital stock authorized by charter, . 2. Capital stock authorized by votes of company 3. Capital stock issued (number of shares, 2,500),	\$1,000,000 00 250,000 00	
amount paid in, 4. Capital stock paid in on shares not issued (num-	250,000 00	
ber of shares,), 5. Capital stock, total amount paid in,	-	\$250,000 00
6. Capital stock paid in per mile of road owned by company,	31,250 00	
7. Capital stock paid in, proportion for Massachusetts,"	250,000 00	
8. Capital stock, number of shares issued not entitled to dividends,	-	-
 9. Par value of shares, \$100 (the average price at which shares were sold, \$100). 10. Number of stockholders, 11. Amount of stock held in Massachusetts, 12. Number of stockholders in Massachusetts, 	52 198,100 00 42	
DEBT. [None.]		
Cash Realized, &c. 23. Total cash realized from capital, and debt incurred for construction, equipment, &c., 24. Total amount of income which has been expended (in addition to funds derived from	250,000 00	
capital and debts) in construction, equipment and purchase of property,	-	-
25. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY, . 26. Proportion of above for Massachusetts,*	-	250,000 00
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$235,943 30	
3. Superstructure, including rails,	13,166 81	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this state compared with the whole. If made on a different basis, please state the reasons therefor.

8. Interest paid during construction, discount, &c.	\$323	32
9. Engineering, agencies, salaries and other ex-	•	
penses during construction,	537	
10. Total expended for construction,		\$249,970 56
built by company,	32	
12. Same per mile of single track built by company,	02,020	
not including sidings,	31,246	32
13. Proportion of cost of construction for Massa-	040.000	70
chusetts,*	249,970	99
EQUIPMENT. [None.]		
[1010.]		
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS. [None.]		-
32. Whole amount of permanent investments,	249,970	58
33. Proportion for Massachusetts,	249,970	
34. Total property and assets of the company,	,	250,003 00
JA. IUIAL PROPERTI AND ASSESS OF THE COMPANY,	•	
OF TOTAL PROPERTY AND ASSESS OF THE COMPANY,	•	1
Revenue for the Year.	•	
Revenue for the Year.	hen lessed.	\$7,500 0
Revenue for the Year. 11. Receipts as rents for use of road and equipment, w	hen leased,	\$7,500 00 7,500 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, w Rents due but not paid,	hen leased,	7,500 00 15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, w Rents due but not paid,		7,500 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, w Rents due but not paid,	6.00	7,500 00 15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, w Rents due but not paid,	6.00	7,500 00 15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, we Rents due but not paid,	6.00 quip-	7,500 00 15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, w Rents due but not paid,	6.00 quip-	7,500 00 15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, w Rents due but not paid,	6.00 quip-	7,500 00 15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, w Rents due but not paid,	6.00 quip-	7,500 00 15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, w Rents due but not paid,	6.00 quip-	7,500 00 15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, we Rents due but not paid,	6.00 quip-	7,500 00 15,000 00 15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, we Rents due but not paid,	6.00 quip-	7,500 00 15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, we Rents due but not paid,	6.00 quip- 6.00	7,500 00 15,000 00 15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, we Rents due but not paid,	6.00 quip- 6.00	7,500 00 15,000 00 15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, w Rents due but not paid,	6.00 quip- 6.00	7,500 00 15,000 00 15,000 00 \$15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, we Rents due but not paid,	6.00 quip- 6.00	7,500 00 15,000 00 15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, w Rents due but not paid,	6.00 quip- 6.00	7,500 00 15,000 00 15,000 00 \$15,000 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, w Rents due but not paid,	6.00 quip- 6.00	7,500 00 15,000 00 15,000 00 \$15,000 00 \$15,000 00 Feb. 1,1874 7,503 00
Revenue for the Year. 11. Receipts as rents for use of road and equipment, we Rents due but not paid,	6.00 quip- 6.00	7,500 00 15,000 00 15,000 00 \$15,000 00 \$15,000 00 Feb. 1, 1874

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

General Balance Sheet at Closing of Accounts, September 30, 1874.

0010		24101	100 0	1001		I.	R.		, .	oopuu		, .	2012	
Construction	1,												\$235,943	30
Real estate,													13,166	81
Expense,		•	•	•				•	•	٠.	•	•	537	15
Interest,			•	•		•		•		•	•		323	32
Due from B.	& :	L. R.	R.,			•	•	•	•	•	•	. •	7,500	1
Cash, .	•	•	•	.•	•	•	•	•	•	•	•	•	32	42
													\$257,503	00
						C	R.						•	
Capital stock	κ, ΄	•	•		•	•		•	•	\$250	0,000	00		
Surplus,	•	•		•	•	•	•	•	•		7,5 03	00		
												_	\$257,503 	-
		Deac	riptio	n. of	Road									
1. Date wh	An				_		harer	of we	ra					
opened	l fo	or pu	blic	use	fro	m L	exing	ton	to		• .			
Concor	rd],	, .		•	•				.	Aug	ç. 1, 1	873.		
2. Length of			lino	of r	oad	fron	Lex	ingt	on	Q	iles.			
to Con Length o	of n	aj, main l	ine d	of ros	id in	Mas	sachi	ısetts	. : l	8 m				
10. Total len	gth	of re	oad b	elon	ging	to th	is co	mpan	y,			1	8 miles.	
11. Aggregat					gs a	nd o	ther	trac	ks	1 05	mile	_		
not ab 12. Same in					•	•	•	•			mile			
13. Aggregat	te le	ength	of	tracl	cs be	long	ing	to th	is i	1		,.		
compa	ny,	com	pute	d ası	singl	e tra	ck,	•			mile			
14. Same in					:	1	. 11			9.25	mile	3.		
15. Total len to this				Lams	m t	rack	3 001	OHRH	lg		_		_	
(Weights				lbs.) .	•	•	•	٠,					
16. Total len	gth	of s	teel-	top r	ails i	n tra	cks l	oelon	g-					
ing to (Weights	this	s com	ipan	y,		•	•	•			-		-	
(Weights 17. Number of	spe of a	r yui nana	of b	rido.) as of	25 fe	et a	nd n	n-					
wards,			•				•			1				
18. Number),					
19. Number of feet	of v	voode	en bi	ridge	8 (ut	ggreg	ate .	lengt	h,					
21. Number of	of c	rossi	ngs (f his	zhwa	VS AI	orac	le.	:1	7	_		_	
22. Number o	of c	rossii	ngs o	f hig	hwa	ys ov	er ra	ilroa	đ,	•	_		_	
23. Number	of $ \cdot $	cross	ings	of h	ighw	ays	unde	er rai	il-		-		-	
road, . 24. Number o	e h	iæbæ	or b	· ridaa	. 18 4	faat a	boro	troo	F.					
25. Number											_		_	
above	trac	υ k ,	•		•		•		.		_		-	
26. Number of				it wh	iich g	gates	or fl	agme	on					
are ma 27. Number o				twh	ich t	horo	ore i	with	ar l	2				
gates 1										5				
23. Number of	of r	ailro		rossir	igs ai	t gra	de, s	pecif	y-					
ing ea							.4h-	· ·	,		-		-	
29. Number roads,					пgв	over	отпе	r ra1	u-		_		_	
30. Number	of r	ailro	ad c	rossii	ngs t	ındeı	oth	er rai	1-				-	
roads,					•		•				-		-	
														_

[•] Length in all cases to be given in miles and decimals.

Mileage, Traffic, &c.

[Included in report of the Boston & Lowell R. R. Corporation.]

NOTE.—The Middlesex Central Railroad is leased to the Boston & Lowell Railroad Company for a term of thirty years from August 1, 1873, at an annual rental of six per cent. upon its capital stock of \$250,000, free of taxation. a

The lease was signed and ratified on the 27th day of January, 1874, and the first semi-annual payment of rent was made by the Lowell Company upon the 1st of February, 1874, and a dividend of three per cent. was declared and paid to the stockholders of the Middlesex Company.

Upon the 1st of August, 1874, a second semi-annual rental became due, and the Boston and Lowell Company declined to pay it, on account of an unsettled bill of material which had been furnished by them before the signing of the lease to the parties who had the contract for building the Middlesex road.

The land damage and other claims, amounting to about \$35,000, are not paid, owing to the failure of the contractor, who is held by his contract to pay them.

The parties holding these claims now look to the Middlesex Company for their adjustment.

SPENCER W. RICHARDSON, GEORGE KEYES, GARDNER PROUTY, EDW. D. ADAMS, Directors of the Middlesex Central Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, December 17, 1874. Then personally appeared Spencer . W. Richardson, Geo. Keyes, Gardner Prouty, Edward D. Adams, and severally made oath to the truth of the foregoing statement by them subscribed.

ALDEN SPEARE, Justice of the Peace.

a See lease at the end of this volume.

OF THE

MILFORD & WOONSOCKET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased to and operated by the Providence & Worcester R. R. Co.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$250,000 00	
2. Capital stock authorized by votes of company,	200,000 00	
3. Capital stock issued (number of shares, 805);	-	
amount paid in,	80,500 00	
4. Capital stock paid in on shares not issued (num-		
ber of shares,	2,025 00	400 505 00
5. Capital stock, total amount paid in,		\$ 82,525 00
6. Capital stock paid in per mile of road owned	04 000 04	
by company,	21,283 21	
7. Capital stock paid in, proportion for Massachu-	A 11	
setts,*	All.	
8. Capital stock, number of shares issued not entitled to dividends,	None.	
9. Par value of shares, \$100 (the average price	ионе.	
at which shares were sold, \$100).		
10. Number of stockholders,	42	
11. Amount of stock held in Massachusetts,	71,700 00	
12. Number of stockholders in Massachusetts,	35	
DEBT. [No funded debt.] 15. Unfunded debt, incurred for construction, equip-	o r 000 00	
ment or purchase of property,	27,000 00	
16. Unfunded debt incurred for any other purpose,		
and for what,	-	-
17. Other debts—current credit balances, &c., 18. Total debt liabilities,	_	27,000 00
19. Amount of debt liabilities after deducting cash,		21,000 00
sinking funds in hands of trustees, and such		
securities and debt balances as do not repre-		
sent permanent investments,	26,112 13	
20. Proportion of same for Massachusetts,*	26,112 13	
21. Proportion of same per mile of road,	6,735 14	
22. Contingent liabilities as guarantor of bonds or	•	
debts of other corporations, specifying same,	Nothing.	
G. ara Davis areas & a		
CASH REALIZED, &C.		
23. Total cash realized from capital, and debt in-	100 505 00	
curred for construction, equipment, &c.,	109,525 00	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investment.

investments.

 24. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property. 25. Total means applied to Construction, EQUIPMENT, AND PURCHASE OF PROPERTY. 26. Proportion of above for Massachusetts,* 	\$6,672 1	.0 \$116,197 10
Cost of Road, Equipment, and Property.		
Construction of Road and Branches Built by Company. 1. Grading and masonry. 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 8. Interest paid during construction, discount, &c., 9. Engineering, agencies, salaries and other expenses during construction, 10. Total expended for construction, 11. Average cost of construction per mile of road built by company, 12. Same per mile of single track built by company, not including sidings, 13. Proportion of cost of construction for Massa-	\$86,628 4 9,461 4 12,027 7 648 1 7,431 3	18 73
chusetts,*	All.	
EQUIPMENT. [None.] PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. [None.]		
32. Whole amount of permanent investments, 33. Proportion for Massachusetts, 34. Total property and assets of the company, 35. Amount of sinking and contingent funds and their purpose,	116,197 1 116,197 1	
Broaditions (Marred to Cavital Assessed Angles t	ha Vaan	
Expenditures Charged to Capital Account during to 15. Any other expenditures charged to capital account, survey for extension of road,	count, speci-	\$60 00 60 09 120 09 None. 120 09
11. Receipts as rents for use of road and equipped leased,	ment, when	3,480 00
,	1	•

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

12. Total earnings,	\$3,49 0 0
O. TOTAL INCOME.	3,480 0
1. Percentage to capital stock and debt 3.20	
2. Percentage to means applied to construction, equipment, &c., 2.99	
ment, acc.,	•
Expenses of Operating the Read for the Year.	•
[Paid by Providence & Worcester R. R. Co.]	:
CLASS 2.—General Espenses. 1. Taxes, State and local,	\$608 60
2. General salaries, office expenses and miscellaneous, not em-	,
braced in Classes 3 and 4,	254 7
set by engines.	65 5
7. Total expenses.	928 9
1. Proportion for miles operated in Massachusetts, . All. 2. Percentage of operating expenses to gross income, 26.69	!
I citchinge of operating expenses to grow income,	1
Not Income, Dividuals, &c.	i
1. Total net income above operating expenses	\$2,551 0
2. Amount paid other companies as rent for use of road, speci-	
fying each company, the amount, and basis on which rent	1
is computed,	Nothing.
3. Net income above operating expenses and amount paid for rent of roads.	2,551 0
4. Percentage of same to capital stock and debt, . 2.35	
5. Percentage to total means applied to construction,	
0.11	
equipment, &c., 2.11	1 960 0
6. Paid for interest	1,960 00 None.
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared,	None. None.
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus,	None. None. 591-00
6. Paid for interest. 7. Dividends declared. per cent. for the year, amount, 8. Date of last dividend declared. 9. Balance for the year or surplus. 0. Surplus at commencement of the year.	None. None. 591-05 6,963-95
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus, 0. Surplus at commencement of the year, 1. TOTAL SURPLUS,	None. None. 591-05 6,963-95
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus, 10. Surplus at commencement of the year, 11. TOTAL SURPLUS, 12. TOTAL SURPLUS, 13. TOTAL SURPLUS, 14. TOTAL SURPLUS, 15. TOTAL SURPLUS, 16. TOTAL SURPLUS, 17. TOTAL SURPLUS, 18. TOTAL SURPLUS, 18. TOTAL SURPLUS, 18. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURPLUS, 19. TOTAL SURP	None. None. 591 03 6,968 93 7,559 97 Nothing.
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus, 10. Surplus at commencement of the year. 11. TOTAL SURPLUS, 12. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, September 3 DR.	None. None. 591 05 6,963 95 7,559 97 Nothing. 0, 1874.
6. Paid for interest. 7. Dividends declared. per cent. for the year, amount, 8. Date of last dividend declared. 9. Balance for the year or surplus. 0. Surplus at commencement of the year. 1. Total surplus. 2. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, September 3 Dr. Construction,	None. None. 591 00 6.963 90 7,559 90 Nothing. 0, 1874. . \$116,197 10
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus, 0. Surplus at commencement of the year. 1. Total surplus, 2. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, September 3 Dr. Construction,	None. None. 591 00 6.963 90 7,559 97 Nothing. 0, 1874.
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus, 0. Surplus at commencement of the year. 1. Total surplus, 2. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, September 3 Dr. Construction,	None.
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus, 10. Surplus at commencement of the year. 11. Total surplus, 12. Paid to sinking funds in hands of trustees, 13. General Balance Sheet at Closing of Accounts, September 3 DR. Construction,	None.
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus, 0. Surplus at commencement of the year, 1. TOTAL SURPLUS, 2. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, September 3 DR. Construction, Cash, CR.	None. None. 591 06 6.963 96 7.559 97 Nothing. 0, 1874. \$116,197 10 887 87 \$117,084 97
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus, 10. Surplus at commencement of the year, 11. TOTAL SURPLUS, 12. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, September 3 DR. Construction, Cash, Cr. Capital stock paid in, Cr.	None. None. 591 05 6.963 95 7.559 97 Nothing. 0, 1874 \$116,197 10 . 887 87 \$117,084 97
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus, 0. Surplus at commencement of the year, 1. TOTAL SURPLUS, 2. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, September 3 DR. Construction, Cash, CR. Capital stock paid in, Cen. \$22.52	None. 591 05 6.968 95 7.559 97 Nothing. 0, 1874 \$116,197 10 . 887 87 \$117,084 97 5 00 0 00 0 97
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus, 10. Surplus at commencement of the year, 11. TOTAL SURPLUS, 12. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, September 3 DR. Construction, Cash, Cr. Capital stock paid in, Cr. 27,000	None. 591 05 6.968 92 7.559 97 Nothing. 0, 1874 \$116,197 10 . 887 87 \$117,084 97
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus, 0. Surplus at commencement of the year, 1. TOTAL SURPLUS, 2. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, September 3 DR. Construction, Cash, CR. Capital stock paid in, Cen. \$22.52	None. 591 06 6.963 96 7,559 97 Nothing. 0, 1874. . \$116,197 10 . 887 87 \$117,084 97 5 00 0 00 0 97
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus, 10. Surplus at commencement of the year, 11. TOTAL SURPLUS, 12. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, September 3 DR. Construction, Cash, CR. Capital stock paid in, CR. Capital stock paid in, Debt, Surplus, T,553	None. 591 06 6.963 96 7,559 97 Nothing. 0, 1874. . \$116,197 10 . 887 87 \$117,084 97 5 00 0 00 0 97
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus, 10. Surplus at commencement of the year, 11. TOTAL SURPLUS, 12. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, September 3 DR. Construction, Cash, Cr. Capital stock paid in, Debt, Surplus, Cr. Capital stock paid in, Description of Road. 1. Date when the road or portions thereof were opened for public use:—	None. None. 591 06 6.963 97 7.559 97 Nothing. 0, 1874 \$116,197 10 . \$87 87 \$117,084 97 . \$117,084 97
6. Paid for interest, 7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or surplus, 10. Surplus at commencement of the year, 11. Total surplus, 12. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, September 3 DR. Construction, Cash, CR. Capital stock paid in, CR. Capital stock paid in, Debt, Surplus, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, CR. Capital stock paid in, Aug. 1, 18	None. None. 591 05 6.963 95 7.559 97 Nothing. 0, 1874 \$116,197 10 . \$87 87 \$117,084 97 5 00 0 00 0 97 — \$117,084 97
6. Paid for interest. 7. Dividends declared. per cent. for the year, amount, 8. Date of last dividend declared. 9. Balance for the year or surplus. 10. Surplus at commencement of the year. 11. TOTAL SURPLUS. 12. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, September 3 DR. Construction, Cr. Capital stock paid in, Cr. Capital stock paid in, Debt, Surplus, Cr. Capital stock paid in, Cr. Capital stock paid in, Description of Road. 1. Date when the road or portions thereof were opened for public use: From Milford to Bellingham, 2. Length of main line of road from Milford to	None. None. 591 05 6.963 95 7.559 97 Nothing. 0, 1874 \$116,197 10 . 687 87 \$117,084 97 5 00 0 00 0 97 — \$117,084 97 68.
6. Paid for interest. 7. Dividends declared. per cent. for the year, amount, 8. Date of last dividend declared. 9. Balance for the year or surplus. 10. Surplus at commencement of the year. 11. Total surplus. 12. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, September 3 DR. Construction, Cash, CR. Capital stock paid in, Debt, Surplus, CR. Capital stock paid in, Debt, Total surplus, CR. Capital stock paid in, Debt, Total surplus, CR. Capital stock paid in, Debt, Total surplus, Aug. 1, 18	None. None. 591 05 6.963 95 7.559 97 Nothing. 0, 1874 \$116,197 10 . \$87 87 \$117,084 97 5 00 0 00 0 97 — \$117,084 97

[•] Length in all cases to be given in miles and decimals.

2 I sporth of line with track laid if word is not	
3. Length of line with track laid, if road is not completed,	None.
4. Length of double track on main line,	None.
5. Branches owned by company,	None.
10. Total length of road belonging to this company,	3.877 miles.
11. Aggregate length of sidings and other tracks	
not above enumerated,	.459 mile.
13. Same in Massachusetts,	.459 mile.
13. Aggregate length of tracks belonging to this	
company computed as single track,	4.336 miles.
14. Same in Massachusetts,	4.336 miles.
15. Total length of steel rails in tracks belonging	
to this company,	None.
16. Total length of steel-top rails in tracks belong-	
ing to this company,	None.
17. Number of spans of bridges of 25 feet and up-	1
wards,	1
18. Number of iron bridges (aggregate length, feet,	
),	
19. Number of wooden bridges (ag. length, feet),	9
20. Bridges built within the year,	None.
21. Number of crossings of highways at grade, .	5_
22. Number of crossings of highways over railroad	None.
23. Number of crossings of highways under rail-	
road,	None.
24. Number of highway bridges 18 feet above track,	None.
25. Number of highway bridges less than 18 feet	
above track,	None.
26. Number of crossings at which gates or flagmen	M
are maintained,	None.
27. Number of crossings at which there are neither	_
gates nor flagmen,	5
28. Number of railroad crossings at grade, specify-	None
ing each,	None.
29. Number of railroad crossings over other rail-	None.
roads, specifying each,	Mone.
roads, specifying each,	None.
roads, specifying each,	MOHO.

Rolling Stock.

[Included in report of Providence & Worcester R. R. Co.]

Mileage, Traffic, &c.

[Included in report of Providence & Worcester R. R. Co.]

GEORGE DRAPER, A. C. MAYHEW, C. F. CLAFLIN, SAM'L WALKER, ELBRIDGE MANN,

Directors of the Milford & Woonsocket Railroad Company.

COMMONWRALTH OF MASSACHUSETTS.

WORCESTER, 88. October 26, 1874. Then personally appeared George Draper, A. C. Mayhew, C. F. Claffin, Sam'l Walker and Elbridge Mann, and severally made oath to the truth of the foregoing statement by them subscribed.

N. B. JOHNSON, Notary-Public.

Hame and Residence of Officers.

George Draper, President, Milford; Jas. R. Davis, Clerk, Milford; C. F. Claflin, Treasurer, Milford.

Directors.—Geo. Draper, A. C. Mayhew, Sam'l Walker, Elbridge Mann, C. F. Claffin, all of Milford; Wm. D. Hilton, Providence, R. I.; Jas. P. Ray, Franklin; H. M. Greene, Franklin; L. H. Bowker, Hopkinton.

Proper Address for the Company.

MILFORD & WOONSOCKET RAILROAD COMPANY, C. F. CLAFLIN, Tressurer, MILFORD, MASS.

OF THE

MONADNOCK RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.a

		Capital Stock, Debts, &c.
		CAPITAL STOCK.
	\$350,000 00	1. Capital stock authorized by charter
	250,000 00	2. Capital stock authorized by votes of company,
		3. Capital stock issued (number of shares, 2,054),
•	197,714 73	amount paid in,
		4. Capital stock paid in on shares not issued (num-
A170 004 8	150 00	ber shares, 3),
\$197,864 7		5. Capital stock, total amount paid in,
	10 500 00	6. Capital stock paid in per mile of road owned
	12,523 08	by company,
	05 500 04	7. Capital stock paid in, proportion for Massachu-
	25,522 04	setts," 8. Capital stock, number of shares issued not enti-
	3	tled to dividends,
	•	9. Par value of shares, \$100 (the average price at
		which shares were sold, \$40).
	83	10. Number of stockholders,
	134,300 00	11. Amount of stock held in Massachusetts,
	18	12. Number of stockholders in Massachusetts,
		,
		Debt.
		13. Funded debt, as follows:—
		1st mortgage bonds, due , rate of in-
	31,000 00	terest, 8 per cent.,
31,000 0	•	14. Total amount of funded debt,
		15. UNFUNDED DEBT, incurred for construction,
•	88,214 95	equipment or purchase of property,
		16. Unfunded debt incurred for any other purpose,
440.044.0	None.	and for what,
119,214 9	•	18. Total debt liabilities,
		19. Amount of debt liabilities after deducting cash,
		sinking funds in hands of trustees, and such
	112,889 20	securities and debit balances as do not repre-
	14,561 29	sent permanent investments,
	7,144 89	21. Proportion of same per mile of road,
•	7,144 00	22. Contingent liabilities as guaranter of bonds or
	None.	debts of other corporations, specifying same,
	2101101	acots of other corporations, specifying same,

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

[†] This item is not to include balances due other roads, unclaimed dividends, or anything con nected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

a Leased to the Boston, Barre & Gardner R. R. Corporation from and after October 1, 1874. See lease at the end of this volume.

CASH REALIZED, &C.	1	···
23. Total cash realized from capital and debt in-		
curred for construction, equipment, &c.,	\$391,179 68	1
24. Total amount of income which has been ex-	V 002,210 00	
pended (in addition to funds derived from		
capital and debt) in construction, equip-		
ment and purchase of property,	22,354 97	•
25. TOTAL MEANS APPLIED TO CONSTRUCTION,	'	
EQUIPMENT AND PURCHASE OF PROPERTY, .	į	\$ 413,534 65
26. Proportion of above for Massachusetts,*	26,173 00	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY.		
1. Grading and masonry	1	
2. Bridging, 3. Superstructure, including rails,	\$300,634 34	
[These three items all done under one contract,	איי בינט,טטעש	
including two turn-tables.]		
4. Land, land damages and fences,	28,334 72	
5. Passenger and freight stations, wood-sheds and)	
water stations,	2,998 03	
6. Engine-houses, car-sheds [in one account], .	,	
7. Machine shops,	None.	
8. Interest paid during construction, discount, &c.,	8,689 66	
9. Engineering, agencies, salaries and other ex-		
penses during construction,	10,741 89	
10. Total expended for construction,		\$ 361,398 64
11. Average cost of construction per mile of road	00.000.00	
built by company,	22,873 33	
12. Same per mile of single track built by com-	00.000.00	
pany, not including sidings,	22,873 33	
chusetts,*	26,613 85	
chasers,	20,010 00	
EQUIPMENT.		
14. Locomotives (number, 2),	14,582 50	
15. Snow-plows on wheels (number,),	None.	
16. Passenger, mail and baggage cars (number, 2),.	6,237 54	
17. Freight and other cars (number, 4),	3,300 00	
18. Machinery and tools,	None.	
19. Total for equipment,		24,120 04
20. Average cost of equipment per mile of road op-		
erated by company,	1,526 58	
21. Proportion for Massachusetts,*	3,111 17	
PROPERTY PURCHASER AND ON HAND NOT IN		
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS.		
23. Stock of Monadnock Railroad, 10 shares, pur-		
chased for	800 00	
29. Other property purchased:—	000 00	
Stage property, not needed for the business of		
the road,	400 00	
30. Total property purchased,		1,200 00
31. Property in Massachusetts (including propor-		•
tion of equipment,)	3,000 00	
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, a	386,718 68	
• Unless some very good reason exists to the contrary, this pr	oportion should b	e for the miles
of road in this state compared with the whole. If made on a	different basis, p	lease state the
reasons therefor. a The returns last year made this item,		\$396,152 87
Deduct interest erroneously included,		10,526 31

It shows the amount of permanent investment, Sept. 30, 1873, to have been, \$385,636 56

34.	Proportion for Massachusetts,	
4.	Expenditures Charged to Capital Account during the Year. Land and land damage,	\$ 670 00
15.	Any other expenditures charged to capital account, specifying same:—	•
16	Incidentals,	422 12 1,092 12
17.	Property sold and credited capital account,	None.
18.	Net addition to capital account for the year,	1,092 12
	Revenue for the Year.	•
1.	Receipts from local passengers on roads operated by this company,)
2.	Receipts from passengers from and to other roads over roads	\$13,379 29
3.	operated by this company,	J
	of cars of this company,	None.
	Receipts for express,	1,000 00 800 00
6.	Total receipts from passenger department,	15,179 29
	Receipts from local freight on roads operated by this company,	12,896 08
8.	Receipts from freight from and to other roads over roads operated by this company,	12,000 00
9.	Receipts from freight over other roads as tolls, or for use of	, ,,,,,,,
10.	engine and cars of this company,	945 55 13,841 63
11.	Receipts as rents for use of road and equipment, when	,
12.	leased,	29,020 92
	Per mile of road operated,	
	track, not including sidings, 1,836 76	
15. 16.	Per train mile,	
17.	Income from other roads,	Nothing.
10.	Income from rent of property other than road and equipment, specifying same [two houses].	
19.	Income from all other sources (including accretions from	
	sinking funds, investments in stocks, bonds, steamboat property, transportation lines, &c., specifying same)	
20.	[rent of two houses],	285 83 29,306 75
21.	Percentage of income to capital stock and debt, 9.43	33,000 10
22.	Percentage to means applied to construction, equipment, &c., 7.58	
	Expenses of Operating the Road for the Year.	
CL	ASS 1.—Maintenance of Way and Buildings (charged to operating	
	expenses). Repairs of road, exclusive of bridges and new rails,*	\$6,712 82
	New iron rails, deducting old rails sold (number of miles,	
	; weight per yard,),*	56 64
	; weight per yard, lbs.),	None.
4.	Repairs of bridges,	147 07
_		<u> </u>

5. Repairs of buildings and fixtures (station),	t and the second second second second second second second second second second second second second second se
6. Repairs of and additions to machine-shops and machinery,7. Repairs of fences, road crossings, and signs,	\$43 33
	None.
	78 12
8. TOTAL,	7,037 98
9. Proportion of same to passenger department,* \$3,601 40	ı
10. Proportion of same to freight department,* . 3,436 58 11. Of the above total there was expended for other than ordi-	
nary repairs,	1,000 00
nury topans,	1,000 00
CLASS 2.—General Traffic Expenses.	
1. Taxes, State and local,	263 02
2. General salaries, office expenses and miscellaneous, not em-	
braced in Classes 3 and 4,	2,038 99
3. Insurance premiums and losses by fire and damages for fires	1 550 72
set by engines,	1,550 73 588 95
• 5. Repairs of snow-plows,	None.
6. New locomotives (charged to operating expenses),	None.
7. New snow-plows (charged to operating expenses),	None.
8. Removing ice and snow [very small; charged in repairs of	
road].	
9. Fuel—620 cords of wood, cost \$3,100.00; 8 tons of coal cost	0.100.00
\$79.22,	3,179 22
10. Water,	None. 277 40
12. Switchmen, watchmen, flag and signal men,	None.
13. Telegraph expenses,	None.
14. TOTAL,	7,898 31
15. Proportion belonging to passenger department,* \$4,085 41	,
16. Proportion belonging to freight department,* 3,812 90	
Cr. cc 2 Passau Train Farman	
CLASS 3.—Passenger-Train Expenses. 1. Repairs of passenger, mail and baggage cars,	104 57
2. New passenger, mail and baggage cars (charged to operat-	101 01
ing expenses),	None.
3. Damages and gratuities, passenger,	None.
4. Salaries, wages and incidentals of passenger department, .	3,608 75
5. Amount paid other corporations or individuals not operating	
roads, for use of passenger cars, and repairs of same t [the above sum of \$104.57 paid to Cheshire R. R. Co.].	
	0 *10 00
	3,713 32
6. TOTAL,	
	29 57
CLASS 4.—Freight-Train Expenses.	400
	None.
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars, 2. New freight cars charged to operating expenses, 3. Damages and gratuities, freight,	None. 65 79
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars, 2. New freight cars charged to operating expenses, 3. Damages and gratuities, freight, 4. Salaries, wages and incidentals of freight department,	None.
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars, 2. New freight cars charged to operating expenses, 3. Damages and gratuities, freight, 4. Salaries, wages and incidentals of freight department, 5. Paid corporations or individuals not operating roads for use	None. 65 79
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars, 2. New freight cars charged to operating expenses, 3. Damages and gratuities, freight, 4. Salaries, wages and incidentals of freight department, 5. Paid corporations or individuals not operating roads for use of freight cars [reported by Cheshire R. R. Co.],	None. 65 79 3,457 40
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars, 2. New freight cars charged to operating expenses, 3. Damages and gratuities, freight, 4. Salaries, wages and incidentals of freight department, 5. Paid corporations or individuals not operating roads for use of freight cars [reported by Cheshire R. R. Co.], 6. TOTAL,	None. 65 79
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars, 2. New freight cars charged to operating expenses, 3. Damages and gratuities, freight, 4. Salaries, wages and incidentals of freight department, 5. Paid corporations or individuals not operating roads for use of freight cars [reported by Cheshire R. R. Co.], 6. TOTAL, 7. TOTAL EXPENSES FOR OPERATING THE ROAD, EMBRACED IN	None. 65 79 3,457 40 3,552 76
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars, 2. New freight cars charged to operating expenses, 3. Damages and gratuities, freight, 4. Salaries, wages and incidentals of freight department, 5. Paid corporations or individuals not operating roads for use of freight cars [reported by Cheshire R. R. Co.], 6. TOTAL, 7. TOTAL EXPENSES FOR OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	None. 65 79 3,457 40
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars, 2. New freight cars charged to operating expenses, 3. Damages and gratuities, freight, 4. Salaries, wages and incidentals of freight department, 5. Paid corporations or individuals not operating roads for use of freight cars [reported by Cheshire R. R. Co.], 6. TOTAL, 7. TOTAL EXPENSES FOR OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4, 8. Per mile of the road operated,	None. 65 79 3,457 40 3,552 76
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars, 2. New freight cars charged to operating expenses, 3. Damages and gratuities, freight, 4. Salaries, wages and incidentals of freight department, 5. Paid corporations or individuals not operating roads for use of freight cars [reported by Cheshire R. R. Co.], 6. TOTAL, 7. TOTAL EXPENSES FOR OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4, 8. Per mile of the road operated, 9. Per mile of single track operated, not including sidings, 1,405 21	None. 65 79 3,457 40 3,552 76
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars, 2. New freight cars charged to operating expenses, 3. Damages and gratuities, freight, 4. Salaries, wages and incidentals of freight department, 5. Paid corporations or individuals not operating roads for use of freight cars [reported by Cheshire R. R. Co.], 6. TOTAL, 7. TOTAL EXPENSES FOR OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4, 8. Per mile of the road operated, 9. Per mile of single track operated, not including sidings, 1,405 21 10. Per train mile, 1.028	None. 65 79 3,457 40 3,552 76
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars, 2. New freight cars charged to operating expenses, 3. Damages and gratuities, freight, 4. Salaries, wages and incidentals of freight department, 5. Paid corporations or individuals not operating roads for use of freight cars [reported by Cheshire R. R. Co.], 6. TOTAL, 7. TOTAL EXPENSES FOR OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4, 8. Per mile of the road operated, 9. Per mile of single track operated, not including sidings, 1,405 21	None. 65 79 3,457 40 3,552 76
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars, 2. New freight cars charged to operating expenses, 3. Damages and gratuities, freight, 4. Salaries, wages and incidentals of freight department, 5. Paid corporations or individuals not operating roads for use of freight cars [reported by Cheshire R. R. Co.], 6. TOTAL, 7. TOTAL EXPENSES FOR OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4, 8. Per mile of the road operated,	None. 65 79 3,457 40 3,552 76

[•] Computed on gross receipts from passenger and freight departments. † As the Pullman, Wagner or other drawing-room and sleeping-cars.

Het Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES, 2. Amount paid other companies as rent for use of road, speci-	\$7,104 38
fying each company, the amount, and basis on which rent is computed,	Nothing.
3. Net income above operating expenses and amount paid for rent of roads,	7,104 38
4. Percentage of same to capital stock and debt, 2.29 5. Percentage to total means applied to construction,	
equipment, &c., 1.84 6. Paid for interest,	9,410 24
7. Dividends declared, per cent. for the year, amount, 8. Date of last dividend declared,	None. None.
9. Balance for the year, or deficit,	2,305 86
10. Surplus at commencement of the year [\$10,390.35, less error \$6,219.74],	4,170 61
11. TOTAL SURPLUS,	1,864_75
	_
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from passenger department, as per "Revenue for the Year," No. 6,	\$15,179 29
2. (Total receipts per train mile, \$0.755.)	V 20,210 20
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	3,601 40
4. Expenses, proportion of "General-Traffic Expenses," as per Class 2, No. 15,	4,085 41
5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	. 3,713 32
6. TOTAL EXPENSES,	11,400 13
8. Net earnings,	3,779 16
9. (Net earnings per train mile, \$0.188.)	
Receipts, Expenses, Not Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from freight department, as per "Revenue for the Year," No. 10,	\$13,841 63
2. (Total receipts per train mile, \$0.641.)	415,021 05
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	3,436 58
4. Expenses, proportion of "General-Traffic Expenses," as per Class 2, No. 16,	
5. Expenses, "Freight-Train Expenses," as per Class 4, No. 6,	3,812 90 3,552 76
6. Total expenses,	10,802 24
7. (Total expenses per train mile, \$0.500.) 8. NET EARNINGS,	3,939 39
9. (Net earnings per train mile, \$0.141.)	•
General Balance Sheet at Closing of Accounts, September 30), 1874.
Dr.	
Grading and superstructure, \$300,634 34	
Land damage,	
Stations and other buildings,	
Real estate,	
Interest during construction, 8,689 66	
Incidentals,	
Do.,	
Construction, total (Carried forward),	\$361,398 64

Amount brought forward.		\$361,398 64
Equipment. rosai.		24,120 0
Stage property on hand		400 0
Ten shares Monadnock Railroad stock.		800 0
		323 1
	• • •	
Cash and cask items		6,002 6
		\$393,044 43
Cm.		
Capital stock	\$197,364 73	
Granuties	74,100 00	
Bonds issued.	31,000 00	
Notes outstanding	£214 95	
Belance profit and loss account.	L364 75	
Delance print and non-account.		\$393,044 43
		V,
Description of Best.	!	
I. Date when the road or portions thereof were	į	
opened for public use:—		
From Winehendon, Mass., to East Juffrey, N. H.	Dec., 1270.	
From Winchensian, Mass., to Peterburo, N. H.,. 2. Length of main line of road [from Winchensian]	June, 1871.	
to Peterbero	16 miles.	
Length of main line of road in Massachusetts,	2 miles.	
In other States.	_	-
3. Length of line with wack laid, if road is not		
completed.	Completed	
4. Length of double track on main line.	None. None.	
5. Branches owned by company. 10. Total length of road belonging to this com-	Some.	
to the tribute of tomic activities to mitte come		
		16 miles.
pany 11. Aggregate length of sidings and other tracks		16 miles,
pany. 11. Aggregate length of sidings and other tracks not shove enumerated.	.5(0) mile.	16 miles,
pany. 11. Aggregate length of sidings and other tracks nor shows enumerated. 12. Same in Massachusetts.	.500 mile. .022 mile.	16 miles,
pany. 11. Aggregate length of sidings and other tracks nor showe enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this	.0≥ mile.	lõ miles,
pany. 11. Aggregate length of sidings and other tracks not shove enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this company, computed as single track.	.025 mile. 16.5 miles.	·
pany. 11. Aggregate length of sidings and other tracks not shove enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this company, computed as single track. 14. Same in Massachusetts.	.0≥ mile.	·
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pany. 11. Aggregate length of sidings and other tracks not shove enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this company, computed as single track. 14. Same in Massachusetts. 15. Total length of steel rails in tracks belonging	.025 mile. 16.5 miles.	·
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pany. 11. Aggregate length of sidings and other tracks nor shove enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this company, computed as single track. 14. Same in Massachusetts. 15. Total length of steel rails in tracks belonging to this company. Weights per yard. 1bs. 16. Total length of steel-top rails in tracks belonging no to this company.	.025 mile. 16.5 miles. 2.066 miles.	·
pany. 11. Aggregate length of salings and other tracks not above enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this company, computed as single track. 14. Same in Massachusetts. 15. Total length of steel rails in tracks belonging to this company. Weights per yard. 1bs. 16. Total ength of steel-top rails in tracks belonging to this company. Weights per yard. 1bs.	.028 miles. 16.5 miles. 2.066 miles. None.	·
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pany. 1. Aggregate length of sidings and other tracks not above enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this company, computed as single track. 14. Same in Massachusetts. 15. Total length of steel rails in tracks belonging to this company. Weights per yard. Ibs. 16. Total length of steel-top rails in tracks belonging to this company. Weights per yard. Ibs. 17. Number of spans of bridges of 25 feet and upwards.	.028 miles. 16.5 miles. 2.066 miles. None.	·
pany. 11. Aggregate length of sidings and other tracks not show enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this company, computed as single track. 14. Same in Massachusetts. 15. Total length of steel rails in tracks belonging to this company. Weights per yard. Ibs. 16. Total length of steel-top rails in tracks belonging to this company. Weights per yard. Ibs. 17. Number of spans of bridges of 25 feet and up-	.028 miles. 16.5 miles. 2.006 miles. None. None.	·
pany. 11. Aggregate length of sidings and other tracks not show enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this company, computed as single track. 14. Same in Massachusetts. 15. Total length of steel rails in tracks belonging to this company. Weights per yard. [15s.] 16. Total length of steel-top rails in tracks belonging to this company. Weights per yard. [15s.] 17. Namoer of spans of bridges of 25 feet and upwards. 18. Namoer of iron bridges aggregate length, feet.	.028 miles. 16.5 miles. 2.066 miles. None.	·
pany. 11. Aggregate length of sidings and other tracks nor above enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this company, computed as single track. 14. Same in Massachusetts. 15. Total length of steel rails in tracks belonging to this company. Weights per vard. Ibs. 16. Total length of steel-top rails in tracks belonging to this company. Weights per vard. Ibs. 17. Number of spans of bridges of 25 feet and upwards. 18. Number of iron bridges aggregate length, feet. 19. Number of wooden bridges (ag. l'gth, about 180 feet.)	.025 miles. 16.5 miles. 2.066 miles. None. None. None.	·
pany. 11. Aggregate length of sidings and other tracks nor shove enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this company, computed as single track. 14. Same in Massachusetts. 15. Total length of steel rails in tracks belonging to this company. Weights per yard. Ibs. 16. Total length of steel-top rails in tracks belonging to this company. Weights per yard. Ibs. 17. Number of spans of bridges of 25 feet and upwards. 18. Number of iron bridges aggregate length, feet. 19. Number of wooden bridges (ag. ligth, about 180 feet.) 20. Bridges built within the year.	.028 miles. 16.5 miles. 2.006 miles. None. None. None. 6 None.	·
pany. 11. Aggregate length of sidings and other tracks nor shove enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this company, computed as single track. 14. Same in Massachusetts. 15. Total length of steel rails in tracks belonging to this company. Weights per yard. [bs.] 16. Total length of steel-top rails in tracks belonging no this company. Weights per yard. [bs.] 17. Number of spans of bridges of 25 feet and upwards. 18. Number of iron bridges [aggregate length, feet.] 19. Number of wooden bridges [ag, ligth, about 190 feet.] 20. Bridges built within the year. 21. Number of crossings of highways at grade.	.028 miles. 2.066 miles. None. None. None. 6 None. 16	·
pany. 11. Aggregate length of sidings and other tracks nor above enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this company, computed as single track. 14. Same in Massachusetts. 15. Total length of steel rails in tracks belonging to this company. Weights per vard. Ibs. 16. Total length of steel-top rails in tracks belonging to this company. Weights per vard. Ibs. 17. Number of spans of bridges of 25 feet and upwards. 18. Number of iron bridges aggregate length, feet. 19. Number of wooden bridges (ag. l'gth. about 130 feet. 20. Bridges built within the year. 21. Number of crossings of highways at grade.	.028 miles. 16.5 miles. 2.006 miles. None. None. None. 6 None.	·
pany. 11. Aggregate length of sidings and other tracks nor above enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this company, computed as single track. 14. Same in Massachusetts. 15. Total length of steel rails in tracks belonging to this company. Weights per vard. Ibs. 16. Total length of steel-top rails in tracks belonging to this company. Weights per vard. Ibs. 17. Number of spans of bridges of 25 feet and upwards. 18. Number of iron bridges aggregate length, feet. 19. Number of wooden bridges (ag. l'gth. about 120 feet.) 20. Bridges built within the year. 21. Number of crossings of highways at grade. 22. Number of crossings of highways under rail-	.025 miles. 16.5 miles. 2.066 miles. None. None. None. 6 None. 16 None.	·
pany. Aggregate length of sulings and other tracks nor shove enumerated. 2. Same in Massachusetts. 3. Aggregate length of track belonging to this company, computed as single track. 4. Same in Massachusetts. 4. Same in Massachusetts. 5. Total length of steel rails in tracks belonging to this company. Weights per yard. Ibs. 6. Total length of steel-top rails in tracks belonging to this company. Weights per yard. Ibs. 17. Number of spans of bridges of 25 feet and upwards. 18. Number of iron bridges aggregate length, feet. 19. Number of wooden bridges (ag. ligth, about 180 feet.) 20. Bridges built within the year. 21. Number of crossings of highways at grade. 22. Number of crossings of highways over railroad. 23. Number of crossings of highways under railroad.	.028 miles. 16.5 miles. 2.006 miles. None. None. None. 6 None. 16 None. None.	
pany. Aggregate length of salings and other tracks nor above enumerated. 2. Same in Massachusetts. 3. Aggregate length of track belonging to this company, computed as single track. 4. Same in Massachusetts. 4. Same in Massachusetts. 5. Total length of steel rails in tracks belonging to this company. Weighta per yard. [bs.] 6. Total length of steel-top rails in tracks belonging to this company. Weighta per yard. [bs.] 7. Namber of spans of bridges of 25 feet and upwards. 8. Namber of iron bridges aggregate length, feet. 80. Bridges built within the year. 21. Namber of crossings of highways at grade. 22. Namber of crossings of highways over railroad. 23. Namber of crossings of highways under railroad. 24. Namber of highway bridges 15 feet above track.	.025 miles. 16.5 miles. 2.066 miles. None. None. None. 6 None. 16 None.	·
pany. Aggregate length of sadings and other tracks nor above enumerated. 2. Same in Massachusetts. 2. Aggregate length of track belonging to this company, computed as single track. 2. Same in Massachusetts. 2. Total length of steel rails in tracks belonging to this company. Weights per vard. Ibs. 2. Total length of steel-top rails in tracks belonging to this company. Weights per vard. Ibs. 2. Number of spans of bridges of 25 feet and upwards. 2. Number of iron bridges aggregate length, feet. 2. Number of wooden bridges (ag. l'gth. about 130 feet., 2. Number of crossings of highways at grade. 2. Number of crossings of highways under railroad. 2. Number of crossings of highways under railroad. 2. Number of highway bridges 15 feet above track. 2. Number of highway bridges less than 15 feet above track.	.028 miles. 16.5 miles. 2.006 miles. None. None. None. 6 None. 16 None. None.	·
pany. 11. Aggregate length of sidings and other tracks nor above enumerated. 12. Same in Massachusetts. 13. Aggregate length of track belonging to this company, computed as single track. 14. Same in Massachusetts. 15. Total length of steel rails in tracks belonging to this company. Weights per yard. Ibs. 16. Total length of steel-top rails in tracks belonging to this company. Weights per yard. Ibs. 17. Number of spans of bridges of \$5 feet and upwards. 18. Number of iron bridges aggregate length, feet. 19. Number of wooden bridges (ag. ligth, about 180 feet. 20. Bridges built within the year. 21. Number of crossings of highways at grade. 22. Number of crossings of highways over railroad. 23. Number of crossings of highways under railroad. 24. Number of highway bridges less than 18 feet	.025 miles. 16.5 miles. 2.066 miles. None. None. None. 6 None. 16 None. None. None.	·

[•] Lengths in all cases to be given in miles and decimals.

27. Number of crossings at which there are neith gates nor flagmen,	None None None None None None None None	16 2	
tions,	None.	•	
42. Number of telegraph stations operated by the company,	None.		
43. Number of telegraph stations operated joint by railroad and telegraph company,			
Rolling Stock.	·		
	j j		3
	ing Tel	•	r mile r
	Total number	Value.	Per mile re operated.
1. Locomotives (average weight of engines working order, 24 tons), Locomotives (maximum weight of engines working order, 27 tons), 2. Tenders (average weight of tenders full of frand water, [common weight of ordinary te	in in large 2	\$10,000 00	Net mile M
working order, 24 tons). Locomotives (maximum weight of engines working order, 27 tons), Tenders (average weight of tenders full of fund water, [common weight of ordinary teder,] tons), Tenders (maximum weight of tenders full fuel and water, tons), (Average joint weight of engines and tenders full tons).	in in lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of lead of	· · · · · · · · · · · · · · · · · · ·	
working order, 24 tons). Locomotives (maximum weight of engines working order, 27 tons). Tenders (average weight of tenders full of fund water, [common weight of ordinary to der,] tons). Tenders (maximum weight of tenders full fuel and water, tons). (Average joint weight of engines and tenders, tons). Length of heaviest engine and tender, froentre of forward truck-wheel of engine	in led led led led led led led led led led	· · · · · · · · · · · · · · · · · · ·	
working order, 24 tons). Locomotives (maximum weight of engines working order, 27 tons), Tenders (average weight of tenders full of fund water, [common weight of ordinary teder,] tons), Tenders (maximum weight of tenders full fuel and water, tons), (Average joint weight of engines and tenders, tons), Length of heaviest engine and tender, from the contre of forward truck-wheel of engine centre of rear-wheel of tender, feet. Total length of heaviest engine and tender.	in acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl	· · · · · · · · · · · · · · · · · · ·	
working order, 24 tons). Locomotives (maximum weight of engines working order, 27 tons), Tenders (average weight of tenders full of funders (maximum weight of ordinary tenders) (maximum weight of tenders full fuel and water, tons), (Average joint weight of engines and tenders, tons), Length of heaviest engine and tender, frecentre of forward truck-wheel of engine centre of rear-wheel of tender, feet. Total length of heaviest engine and tender over all, feet. Snow-plows (average weight, tons), Fassenger cars (average weight, 10 tons),	in acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl and acl	· · · · · · · · · · · · · · · · · · ·	
working order, 24 tons). Locomotives (maximum weight of engines working order, 27 tons), Tenders (average weight of tenders full of frand water, [common weight of ordinary teder,] tons), Tenders (maximum weight of tenders full fuel and water, tons), (Average joint weight of engines and tenders, tons), Length of heaviest engine and tender, from the centre of forward truck-wheel of engine centre of rear-wheel of tender, feet. Total length of heaviest engine and tender over all, feet. Snow-plows (average weight, tons), Passenger cars (average weight, tons), Passenger cars (maximum weight, tons), Mail and baggage cars (av. weight, tons).	in led len led ler le le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler le ler ler	\$10,000 00 - 250 00	.126
working order, 24 tons), Locomotives (maximum weight of engines working order, 27 tons), 2. Tenders (average weight of tenders full of further and water, [common weight of ordinary tender, tons), Tenders (maximum weight of tenders full fuel and water, tons), (Average joint weight of engines and tenders, tons), 3. Length of heaviest engine and tender, frecentre of forward truck-wheel of engine centre of rear-wheel of tender, feet. 4. Total length of heaviest engine and tender over all, feet. 5. Snow-plows (average weight, tons), Passenger cars (average weight, tons), Passenger cars (maximum weight, tons). 7. Mail and baggage cars (av. weight, tons), 8. 8-wheel box freight cars (av. weight, tons), 9. 4-wheel box freight cars (av. weight, tons),	in in lead of lear lear lear lear lear lear lear lear	\$10,000 00 - 250 00 2,000 00 500 00	.126 .063 .063
working order, 24 tons). Locomotives (maximum weight of engines working order, 27 tons), Tenders (average weight of tenders full of frand water, [common weight of ordinary teder,] tons), Tenders (maximum weight of tenders full fuel and water, tons), (Average joint weight of engines and teners, tons), 3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine centre of ferar-wheel of tender, feet. 4. Total length of heaviest engine and tender over all, feet. 5. Snow-plows (average weight, tons), 6. Passenger cars (average weight, tons), 7. Mail and baggage cars (av. weight, tons), 8. Swheel box freight cars (av. weight, tons), 9. 4-wheel box freight cars (av. weight, tons) 10. 8-wheel platform cars (av. weight, 6 tons),	in in led len led len led ler len len len len len len len len len len	\$10,000 00 - 250 00 2,000 00	.126 .126 .063
working order, 24 tons). Locomotives (maximum weight of engines working order, 27 tons), Tenders (average weight of tenders full of further and water, [common weight of ordinary tender, tons), Tenders (maximum weight of tenders full fuel and water, tons), (Average joint weight of engines and tenders, tons), Length of heaviest engine and tender, frecentre of forward truck-wheel of engine centre of rear-wheel of tender, feet. Total length of heaviest engine and tender over all, feet. Sonow-plows (average weight, tons), Passenger cars (average weight, tons), Passenger cars (maximum weight, tons). Mail and baggage cars (av. weight, tons), Mail and baggage cars (av. weight, tons), - 4-wheel box freight cars (av. weight, tons),	in in lead of lear lear lear lear lear lear lear lear	\$10,000 00 - 250 00 2,000 00 500 00	.126 .063 .063

Rolling Stock-Continued.

		Total number.	Value.	Per mile road operated.
14.	Total freight cars, including coal, &c., on a basis of 8 wheels,	4	_	_
15.	Number of locomotives equipped with train brakes,	None.	_	_
16.	(Kind of brake,) Number of cars equipped with train brakes, .	None.	-	-
17.	(Kind of brake, Number of passenger cars with Miller platform and buffer,	None.	-	-
	Mileage, Traffic, &c.			·
1.	Miles run by mixed trains [passenger and freight run together],	20,096	.	
2.	Rate of speed of express passenger trains, including stops,	None		
3.	Rate of speed of accommodation trains [passengers and freight together],		miles per ho	nr
	Miles run by freight trains,	-	- minus pur no	
	ing stops,	-	-	•
	Rate of speed of accommodation freight trains, including stops,	-	•	
	Miles run by other trains, and for what purposes [work on road],	1,500		04 500
	Total train miles run,			21,596
	of road),	=	- -	•
	Total number of passengers carried, Total passenger mileage, or passengers carried			17,600
	one mile,	_	; ·	334,4 82 -
14.	Number of tons carried, Total freight mileage, or tons carried one mile,	7,42		121,643
16.	Freight mileage to and from other roads, Highest rate of fare per mile, for any distance	6,15 5 cen	29 tons.	2.02,020
18.	Lowest rate of fare per mile, for any distance,			
19.	(single fare), Average rate of fare per mile (not including	3.5 ce	11 ve-	
••	season tickets) received from passengers on roads operated by this company,	4 cen	ts.	
	Average rate of fare per mile received from passengers to and from other roads,*	4 cen	ts.	
21.	Average rate of fare per mile for season-ticket passengers, reckoning one round trip per			
22.	day to each ticket,†	2.5 ce	ents. cents.	
23.	Highest rate of freight per ton per mile, for any distance,			
24.	Lowest rate of freight per ton per mile, for any	20 ce		
	distance,	3.7 ce	эция. 	

^{*} After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give
the rate on such basis.

25. Average rate of freight per ton per mile on roads operated by this company,	16 cents.
26. Average rate of freight per ton per mile to and from other roads,	7 cents.
27. Average number of cars in passenger trains, including baggage cars,	2
28. Average number of cars in freight trains (basis of 8 wheels).	4
39. Average weight of passenger trains, including locomotive and tender, in working order, ex-	-
clusive of passengers,	60 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight.	
31. Number of persons regularly employed by company, including officials,	25

* After deducting all allowances for tolls, or use of cars, &c.

Classification of Business.

[Reported by Cheshire R. R. Co.]

FREIGHT, IN TONS.
[Included in Cheshire R. R. Co's. Report.]

List of Accidents in Massachusetts.

[No accident on the road during the year.]

J. LIVINGSTON,

H. K. FRENCH,

O. H. BRADLEY,

P. UPTON,

Directors of the Monadnock Railroad Company.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 10, 1874. Then personally appeared J. Livingston and H. K. French, and severally made oath to the truth of the foregoing statement by them subscribed.

M. L. MORRISON, Justice of the Peace.

STATE OF NEW HAMPSHIRE.

CHESHIRE, ss. November 9. 1874. Then personally appeared P. Upton, O. H. Bradley, and severally made oath to the truth of the foregoing statement by them subscribed.

C. A. PARKS, Justice of the Peace.

Name and Residence of Officers.

Jonas Livingston, President and Superintendent, Peterborough, N. H.; Clarence A. Parks, Treasurer, Jaffrey, N. H.; E. O. Stone, General Ticket and Freight Agent, Peterborough, N. H.

Directors.—Jonas Livingston, Peterborough, N. H.; H. K. French, Peterborough, N. H.; O. H. Bradley, Jaffrey, N. H.; P. Upton, Jaffrey, N. H.; J. H. Fairbank, Winchendon, Mass.; H. A. Blood, Fitchburg, Mass.; Willis Phelps, Springfield, Mass.

Proper Address for the Company.

MONADNOCK RAILROAD COMPANY, EAST JAFFREY, N. H.; or, PETERBOROUGH, N. H.

OF THE

NASHUA, ACTON & BOSTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$600,000 00	
2. Capital stock authorized by votes of company,	300,000 00	
3. Capital stock issued (number of shares, 2,620),	000 000 00	•
amount paid in,	262,000 00	
4. Capital stock paid in on shares not issued (number of shares,),	None.	
5. Capital stock, total amount paid in,	MOHO.	\$262,000 00
6. Capital stock paid in per mile of road owned		4.00.0 ,000 00
by company,	12,963 87	
7. Capital stock paid in, proportion for Massachu-		
setts,*	200,421 43	
8. Capital stock, number of shares issued not en-		
titled to dividends,	None.	
9. Par value of shares, \$100 (the average price at		
which shares were sold, \$100.) 10. Number of stockholders,	162	
11. Amount of stock held in Massachusetts,	122,800 00	
12. Number of stockholders in Massachusetts,	78	
<u>:</u>		
DEBT.		
13. Funded debt as follows:—		
Bonds, due 1892, rate of interest 7 per cent	132,000 00	
14. Total amount of funded debt,	132,000 00	132,000 00
15. Unfunded debt incurred for construction, equip-		100,000 00
ment or purchase of property,	301,445 46	
Unfunded debt incurred for any other purpose,	, , ,	
and for what [interest and operating the		
road],	17,695 20	
17. Other debts—current credit balances, &c.,	1,005 29	450 145 05
18. Total debt liabilities,		452,145 95
19. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such		
securities and debt-balances as do not repre-		
sent permanent investments,	451,525 31	
20. Proportion of same for Massachusetts,*	345,402 37	
21. Proportion of same per mile of road,	22,341 68	
22. Contingent liabilities as guarantor of bonds or	None.	
debts of other corporations, specifying same,		

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.
† This item is not to include balance due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent bases of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of

investments.

^{*}Utiless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

a Equipment furnished by board of managers.

Revenue for the Year.	
1. Receipts from local passengers on roads operated by this	
company,	\$ 3,454 90
2. Receipts from passengers from and to other roads over roads	6 000 40
operated by this company,	6,969 42
of cars of this company,	None.
4. Receipts for express,	500 00
5. Receipts for mails,	5 28
6. Total receipts from passenger department,	10,929 60
7. Receipts from local freight on roads operated by this company,	2,250 63
8. Receipts from freight from and to other roads over roads	13,708 89
operated by this company,	10,100 00
cars of this company,	None.
10. Total receipts from freight department,	15,959 5 2
11. Receipts as rents for use of road and equipment, when	N 7
leased,	None. 26,889 12
13. Per mile of road operated,	20,000 12
14. Per mile of road operated,—computed as single	
track, not including sidings, 1,330 48	
15. Per train mile, 0.461	
16. Proportion for Massachusetts,	No-
17. Income from other roads,	None.
ment, specifying same,—	
House rent,	29 46
20. TOTAL INCOME,	26,91 8 58
21. Percentage to capital stock and debt,	
22. Percentage to means applied to construction, equipment, &c.,	
uec.,	
Expenses of Operating the Road for the Year.	
Alphanos or operating and most int and rear.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating	
expenses).	Am 010 00
1. Repairs of road, exclusive of bridges and new rails,*	\$7 ,818 3 8
2. New iron rails, deducting old rails sold (number of miles, ; weight per yard,),*	None.
3. Steel rails, deducting old rails sold (number of miles, ,	11020
weight per yard,),	None.
4. Repairs of bridges,)
5. Repairs of buildings and fixtures (station),	3,015 20
 Repairs of, and additions to, machine-shops and machinery, Repairs of fences, road crossings and signs, 	
8. TOTAL,	10,833 58
9. Proportion of same to passenger department, \$4,403 30	•
10. Proportion of same to freight department, t 6,430 28	
11. Of the above total there was expended for other than ordi-	Vene
nary repairs,	None.
CLASS 2.—General Traffic Expenses.	
1. Taxes, State and local,	42 00
2. General salaries, office expenses and miscellaneous, not em-	
braced in Classes 3 and 4,	3,608 70
9. Fuel— cords of wood, cost, ; tons of	
	7040 0-1
coal, cost ,	7,943 83
coal, cost ,	150 00
coal, cost ,	

13. Telegraph expenses,	None.
14. TOTAL, 15. Proportion belonging to passenger department,* \$5,750 38 16. Proportion belonging to freight department,* 8,396 70	\$14,147 06
CLASS 3.—Passenger-Train Expenses.	•
4. Salaries, wages and incidentals of passenger department, . 5. Amount paid other corporations or individuals not operating	4,665 64
roads, for use of passenger cars and repairs of same, † 6. TOTAL,	None.
6. Total,	4,665 64
CLASS 4.—Freight-Train Expenses. 4. Salaries, wages and incidentals of freight department,	5,844 8
5. Paid corporations or individuals not operating roads for use	•
of freight cars,	Nothing. 5,844 8
7. Total expenses of operating the road, embraced in	·
CLASSES 1, 2, 3, 4,	35,491 10
9. Per mile of single track operated, not including	
sidings,	
1. Proportion for Massachusetts, 27,149 46	
2. Percentage of expenses to income, 131.75	
Net Income, Dividends, &c,	
 TOTAL NET DEFICIT ABOVE OPERATING EXPENSES, Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed:— 	\$ 8,57 2 5
[Boston, Clinton & Fitchburg Railroad Co. for use of	
Framingham & Lowell Railroad from North Acton to Concord Junction, at \$300 per month],	3,600 0
3. Net deficit, including rent of other roads,	12,172 5
Percentage of same to capital stock and debt, Percentage to total means applied to construction, equipment for	_
ment, &c.,	4,623 7
7. Dividends declared, per cent. for the year, amount,	None. None.
Deficit for the year,	16,796 2
D. Deficit at commencement of the year,a	. 898 9 17,695 2
2. Paid to sinking funds in hands of trustees,	Nothing.
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
I. TOTAL RECEIPTS from Passenger Department, as per "Rev-	
enue for the Year," No. 6,	\$10,929 6
2. (Total receipts per train mile, \$0.274.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	4,403 3
I. Expenses, proportion of "General Traffic Expenses," as per	•
Class 2, No. 15, Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	5,750 3 4,665 6
5. TOTAL EXPENSES,	14,819 3
7. (Total expenses per train mile, \$0.371.) 8. NET DEFICIT,	3,889 7 5
9. (Net deficit per train mile, \$0.097.)	
# Community of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of t	
* Computed on gross receipts from passenger and freight departments. † As the Pullman, Wagner or other drawing-room and sleeping-cars.	A: 800 0
a Surplus at commencement of year,	\$5,736 0 . 4,837 1
	4898 9

Receipts, Exp					•		_				1	
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,											1	\$15,959 5
2. (Total receipts per train mile, \$0.866.)												
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,										1	6,430 2	
4. Expenses, proportion of "General Traffic Expenses," as per												0,100
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Freight-Train Expenses," as per Class 4, No. 6,												8,396 7
5. Expenses, "Freight-Train Expenses," as per Class 4, No. 6, 6. TOTAL EXPENSES,											l	5,844 8 20,671 8
7. (Total expen		r tr	ain i	nile.	\$ 1.12	215	:	•	•	•	. [20,071
8. NET DEFICIT											.]	4,712 3
9. (Net deficit p	er tra	in 1	mile,	\$ 0.25	55), .	•	•	•	•	•	1	
General 1	Balanc	e 81	heet	at Cl	oring	of A	ocoun:	ts, Se	ptem	ber 8	ю,	1874.
					\mathbf{D}	R.						A017 014 7
Railroad, .	•	•	•	•	•	•	•	•	•	•	•	\$615,914 50
Land damage,		•	•	•	•	•	•	•	•	•	•	61,283 49
Stations and bui	ıaınge	5,	•	•	•	٠.	•	•	•	•	•	16,118 5
Celegraph, .	•	•	•	•	•	•	•	. •	•	•	•	150 00 2,363 60
Coal and wood, Cash on hand,	•	•	•	•	•	•	•	•.	•	•	•	2,303 0 620 64
rofit and loss.	•	•	•	•	•	•	•	•	:	. :	•	17,695 2
10110 11111 1000,	•	•	•	•	•	•	•	•	•	٠.	·	
					Cı	R.						\$ 714,145 9
apital stock,						•			\$26	2,000	00	
leven per cent. 1	onds,	, .					•		13	2,000	00	
lotes payable,	•	•		•		•			25	6,790	39	
Board of manage	•	ue t	hem)	, .	•	•	•	•		3,491		
de individuals,		•	•	•	•	•	•	•		3,859		
Due other railros	ıds,	•	•	•	•	• .	•	•		1,005	29	\$ 714,145 95
												\$111,110 00
,	Descri	otior	a of 1	Road.								
1. Date when t		-			ns th	ereo	wer	е				
opened for From Nashus				eth /	cton	Mo	9a		Inlv	i, 18	73	•
2. Length of m									u	1, 10		
North Acto	n],* .							. 9		mile		
Length of ma						sach	18etts	3,		mile		
In other Stat 3. Length of li						road	is no	t	4.70	mile	75.	
completed,		,		•	•	•	•	\cdot		plete	d.	
4. Length of do 5. Branches own	ubie 1	Tac	K Oll	mair	ıme	,	•	: :	None None			
5. Branches own 0. Total length	of roa	d be	long	ing t	o thi	s con	pany	;] '	LIGHT	•		
l. Aggregate le	ngth	of (sidin,	gs aı	nd of	her	track	8	. ~-			20.21 miles
not above enumerated,										mile mile		
2 Same in Mass				s be	longi	ng t	o thi			шие	•	
2. Same in Mass	пуш								22. 08	mile	8.	
2. Same in Mass 3. Aggregate le company, o	compu	company, computed as single track,										
2. Same in Mass 3. Aggregate le company, o 4. Same in Mass	compu sachue	sette	3.					<u>:</u> 1	16.16	mile	6.	
2. Same in Mass 3. Aggregate le company, o	compusachus of ste	sette eel 1	3.				ngin	gr	l6.16 None		6.	

^{*} Lengths in all cases to be given in miles and decimals.

16. Total length of steel-top rails in tracks belonging to this company, (Weights per yard, lbs.)	None	э.	
 Number of spans of bridges of 25 feet and upwards, Number of iron bridges (ag. length, 112, feet), Number of wooden bridges (ag. length, feet), Bridges built within the year, Number of crossings of highways at grade, Number of crossings of highways over railroad, Number of crossings of highways under rail 	2 5 None None 25 3		
road, 24. Number of highway bridges 18 feet above track, 25. Number of highway bridges less than 18 feet above track,	2 3 None		
26. Number of crossings at which gates or flagmen are maintained.	2	2.	
27. Number of crossings at which there are neither gates nor flagmen.	23		
28. Number of railroad crossings at grade, specifying each [Nashua & Lowell],	1		
29. Number of railroad crossings over other railroads, specifying each [Stony Brook],	1		
30. Number of railroad crossings under other railroads, specifying each,	None	5.	
ROADS BELONGING TO OTHER COMPANIES, OPER- ATED BY THIS COMPANY UNDER LEASE OR CON- TRACT.			
[None.]			
35. Total miles of road operated by this company, 36. Total miles of road operated by this company		20.21 15.46	
in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this	5 4 25.21 25.21 2	Į.	
company,	Non	e .	
Rolling Stock.			
	Je		e road
	Total number	Value.	Per mile r
 Locomotives (average weight of engines in working order, 24.2 tons), Locomotives (maximum weight of engines in working order, 28 tons), Tenders (average weight of tenders full of fuel 	} 5	\$ 31,800 00	.247
and water, 15 tons)	5		.247

Rolling Stock-Continued.

		Total number.	Yalue.	Per mile road bperated.
	ength of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 50 geet.			
4. 1	Cotal length of heaviest engine and tender over all, 60 feet.			
	now-plows (average weight, 141 tons),	1	\$800 00	.049
	Passenger cars (average weight, 15 tons),	5	36,273 00	.247
	dail and baggage cars (av. weight, 111 tons),.	4	500,510 00	.198
	-wheel box freight cars (av. weight, 9 tons),	21	l)	1.039
	⊢wheel box freight cars (av. weight, tons), . ⊢wheel platform cars (av. weight, 7½ tons), .	None 50	63,521 00	2.474
11. 4	-wheel platform cars (av. weight, tons),	None		
12. (Other cars (coal, gravel, &c.) [coal cars] .	37	J	1.831
13. 7	Total value,	١.	\$132,394 00	
14. 7	Total freight cars, including coal, &c., on a basis of 8 wheels,	90	_	_
15. l	Number of locomotives equipped with train brakes,	None	_	_
	(Kind of brake, .)	l		
	Number of cars equipped with train brakes, . (Kind of brake, Westinghouse.)	2	-	-
	Number of passenger cars with Miller platform and buffer,	5	·-	-
	Mileage, Traffic, &c.	Ì		
1. 1	Miles run by passenger trains,	İ	39.	913
	Rate of speed of express passenger trains, in- cluding stops,	32 n	niles per hou	
3. 1	Rate of speed of accommodation trains, includ-	1		
	ing stops, . Miles run by freight trains, .	24 1	niles per hou 18,	430
	Rate of speed of express freight trains, includ- ing stops,	15 n	niles per hou	ır.
	Rate of speed of accommodation freight trains, including stops,	15 n	niles per hou	ır.
7. 1	Miles run by other trains, and for what purpose,	Non	ıe.	
	Fotal train miles run,			58,343
9. 1	Number of through passengers (whole length of road),	11,1	.43	
10.	Number of local passengers (over part of road),	41,6		20.00
11.	Total number of passengers carried,			52,767
	one mile,			695,711
	Passenger mileage to and from other roads,	278		•
	Number of tons carried, Total freight mileage, or tons carried one mile,	36	,841	810,502
16.	Freight mileage to and from other roads, .	615	,168	010,000
17.	Highest rate of fare per mile, for any distance	4 ce	ents.	
10.	Lowest rate of fare per mile, for any distance (single fare),		ents.	

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24,230 17,232 11,305

^{*} After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.
‡ Apply only to roads crossing the State line.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal.	_	3,966	-	_	-
2. Bituminous coal	I - I	_	-		-
3. Petroleum.	- 1	_	-	-	_
4. Railroad iron, including steel	[I	1 1	
and steel-capped rails, .	- 1	_	-	- 1	-
5. Castings and other iron, .	- 1	-	-	- 1	-
6. Other metals,	. -	_	i -	-	-
7. Iron and other ores,		711		-	
8. Stone and brick,	2,829	-	70	-	449
9. Lime, cement and sand, .		829	I	-	-
10. Lumber,	1,696	-	814	1	
11. Ice,	- 1	-	-	-	8,527
12. Live stock,	-	-	-	- 1	-
18. Dressed carcasses, smoked			l .	1	
and salted meats,	- - .	-	-	! <u></u>	-
14. Flour,	84	-	-	240	-
15. Grain,	608	-	-	-	-
6. Other agricultural products,	79	-	-	-	-
17. Manufactures not included				1	
above,*	6,628	-	-	ا متما	4 050
18. Merchandise,*.	1,881	667	-	2,500	4,958
19. Other articles,	415	-	-	-	-
D. Total tons carried,	13,615	5,678	884	2,740	13,929

Manufactured articles starting from the place of mahufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

List of Accidents in Massachusetts.

[None.]

P. B. BRIGHAM,
JOHN C. MOULTON,
HENRY PARKINSON,
BENJ'N SAUNDERS,
JAMES T. BURNAP,
JOSEPH B. CLARK,
DANA SARGENT,
CHAS. G. SARGENT,

Directors of the Nashua, Acton & Boston Railroad Company.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, SS. October 28, 1874. Then personally appeared John C. Moulton, Henry Parkinson, Benj. Saunders, James T. Burnap, Joseph B. Clark and Dana Sargent, and severally made oath to the truth of the foregoing statement by them subscribed.

F. D. COOK, Notary-Public.

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. October 30, 1874. Then personally appeared Peter B. Brigham and C. G. Sargent, and severally made oath to the truth of the foregoing statement by them subscribed.

HENRY R. BRIGHAM, Justice of the Peace.

Hame and Residence of Officers.

Peter B. Brigham, President, Boston; John B. Goodrich, Olerk, Boston; F. D. Cook, Treasurer, Nashua; W. H. D. Cochrane, Superintendent, Nashua.

Proper Address for the Company.

NASHUA, ACTON AND BOSTON RAILROAD COMPANY, P. O. Box 613, NASHUA, N. H.

OF THE

NASHUA & LOWELL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated jointly with the Boston & Lowell Railroad under contract.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$800,000 00	
2. Capital stock authorized by votes of company,	800,000 00	
3. Capital stock issued (number of shares, 8,000);		
amount paid in,	800,000 00	
4. Capital stock paid in on shares not issued (num-		
ber of shares,),	None.	# 000 000 00
5. Capital stock, total amount paid in,		\$800,000 00
6. Capital stock paid in per mile of road owned by company.	55,172 41	
7. Capital stock paid in, proportion for Massachu-	50,172 41	
setts.*	510,344 80	
8. Capital stock, number of shares issued not en-	010,011 00	
titled to dividends,	None.	
9. Par value of shares, \$100 (the average price	210-01	
at which shares were sold, \$100).		
10. Number of stockholders,	559	
11. Amount of stock held in Massachusetts,	416,800 00	
12. Number of stockholders in Massachusetts,	247	
Д евт.		
13. Funded debt, as follows:—		
6 per cent. gold bonds, due 1893,	200,000 00	
14. Total amount of funded debt,	,	200,000 00
15. Unfunded debt incurred for construction,		•
equipment or purchase of property [with-		
out interest], t	27,125 00	
16. Unfunded debt incurred for any other purpose,		
and for what [for loan to aid in construc-	4.000.00	
tion of Peterborough railroad],	147,900 00	
17. Other debts—current credit balances, &c. [div-	90 848 00	
idends payable],	32,747 00	400 000 00
18. Total debt liabilities,		407,772 00
 Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such 		
securities and debt balances as do not repre-		
sent permanent investments,	183,569 50	ı
com bormanous in conmonsol	100,000 00	

Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the

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reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

 Proportion of same for Massachusetts* [9.25 miles], Proportion of same per mile of road [14.50 miles], Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same, 	117,104 63 12,659 96 Nothing.
CASH REALIZED, &c.	i
 23. Total cash realized from capital and debt incurred for construction, equipment, &c., 24. Total amount of income which has been expended (in addition to funds derived from 	1,027,125 00
capital and debt) in construction, equip-	
ment, and purchase of property,	143,807 35
25. Total means applied to construction,	_
RQUIPMENT AND PURCHASE OF PROPERTY, . 26. Proportion of above for Massachusetts,*	\$1,170,932 35 746,974 04
Cost of Road, Equipment and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
[Mystic wharf property,]	\$ 152,236 95
1. Grading and masonry,	147,339 28
2. Bridging,	11,905-35
3. Superstructure, including rails,	
4. Land, land damages and fonces,	131,064 65 .
5. Passenger and freight stations, wood-sheds and	-
water stations,	70,700 00
6. Engine-houses, car-sheds and turn-tables,	44,593 88
8. Construction [not yet finished],	53,314 90
9. Engineering, agencies, salaries and other ex-	
penses during construction,	22,510 62
10. Total expended for construction,	\$893,248 02
11. Average cost of construction per mile of road	
built by company,	61,603 31
12. Same per mile of single track built by com-	00.004.00
pany, not including sidings [double track],. 13. Proportion of cost of construction for Massa-	30,801 66
	60% 050, 66
chusetts,*	627,859 66
EQUIPMENT.	
14. Locomotives (number, 19),	76,604 62
15. Snow-plows on wheels (number, 15),) '
16. Passenger, mail and baggage cars (number, 32),	50,684 12
17. Freight and other cars (number, 444),	67,431 16
19. Total for equipment,	194,719 90
20. Average cost of equipment per mile of road op-	0.000 88
erated by company,	3,628 77
21. Propórtion for Massachusetts,*	81,320 74
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. [None.]	,
20 WHATE ANALYST AR BERLIAM TATES	1 007 007 00
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts,	1,087,967 92 746,974 04
33. Proportion for massachusetts,	746,974 04 1,395,134 85
35. Amount of sinking and contingent funds [in-	1,000,104 00
cludes working materials to the amount of	
\$82,964.43],	124,657 02
4	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

Expenditures Charged to Capital Account during the Year.	
4. Land [and wharf],	\$42,840 15
tions,	1 _
6. Engine-houses, car-sheds and turn-tables,	3,528 83
7. New locomotives,	6,351 62
8. New snow-plows,	
9. New passenger cars,	23,684 12
10. New mail and baggage cars,	'-
11. New freight cars,	9,025 00
 Any other expenditures charged to capital account, specifying same:— 	
Construction and new equipment accounts not ready to be	
closed off,	45,314 90
16. TOTAL,	130,744 59
17. Property sold and credited capital account,	Nothing.
18. Net addition to capital account for the year [and included in	100 544 50
Cost of Road, &c., page 274],	130,744 59
Revenue for the Year.	·
[Being 31 per cent. of an indivisible business done under joint contract with Boston & Lowell Railroad.]	
• • • • • • • • • • • • • • • • • • •	
1. Receipts from local passengers on roads operated by this	
company,	\$ 208,905 90
2. Receipts from passengers from and to other roads over roads	
operated by this company,	45,756 00
3. Receipts from passengers over other roads as tolls, or for use	
of cars of this company,	Nothing.
4. Receipts for express,	9,194 63
5. Receipts for mails,	4,069 82
6. Total receipts from passenger department,	267,926 35
7. Receipts from local freight on roads operated by this com-	10- 001 00
pany,	195,021 06
8. Receipts from freight from and to other roads over roads operated by this company,	110 120 91
9. Receipts from freight over other roads as tolls, or for use of	119,139 21
care of this company	Nothing.
cars of this company,	314,160 27
1. Receipts as rents for use of road and equipment, when	011,100 21
leased,	Nothing.
2. Total earnings,	582,086 62
3. Per mile of road operated, \$10,847 68	
4. Per mile of road operated,—computed as single	
track, not including sidings, 8,540 00	
5. Per train mile,	
6. Proportion for Massachusetts, 243,096 51	
7. Income from other roads,	Nothing.
8. Income from rent of property other than road and equip-	
ment, specifying same,	Nothing.
9. Income from all other sources (including accretions from	
sinking funds, investments in stocks, bonds, steamboat	
property, transportation lines, &c., specifying same):-	
Interest on notes receivable and bonds,	8,059 92
O. TOTAL INCOME,	590,146 54
1. Percentage to capital stock and debt, 60	
2. Percentage to means applied to construction, equip-	
ment, &c., 54.2	

Expenses of Operating the Road for the Year.	
[Being 31 per cent. of expenses under joint contract with Boston and Lowell Railroad.]	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
 Repairs of road, exclusive of bridges and new rails,* New iron rails, deducting old rails sold (number of miles, 	\$39,846 18
, weight per yard, 60 lbs.),"	31,358 54
weight per yard,),	None.
4. Repairs of bridges,	4,363 08
6. Repairs of and additions to machine-shops and machinery,	12,060 06
7. Repairs of fences, road crossings, and signs, 8. TOTAL,	2,403 00 90,030 86
9. Proportion of same to passenger department, † \$41,439 94 10. Proportion of same to freight department, † . 48,590 92	
11. Of the above total there was expended for other than ordi-	
nary repairs,	Nothing.
CLASS 2.—General Traffic Expenses.	99.050.69
 Taxes, State and local, General salaries, office expenses and miscellaneous not em- 	22,050 63
braced in Classes 3 and 4,	18,080 88
[Fuel for sundry purposes,] 3. Insurance premiums and losses by fire and damages for fires	6,369 66
set by engines,	4,919 91 20,852 72
5. Repairs of snow-plows [included in No. 4],	- · · · -
6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses),	Nothing. Nothing.
8. Removing ice and snow,	2,950 22
9. Fuel—2,936 cords of wood, cost \$16,602.00; 5,384 tons of coal, cost \$43,457.00,	60,059 00
10. Water,	3,473 86 9,421 99
12. Switchmen, watchmen, flag and signal men,	18,004 45
13. Rents chargeable to freight and passenger departments. 14. TOTAL,	6,508 76 172,692 08
15. Proportion belonging to passenger department, † \$79,487 76	1.0,002 00
16. Proportion belonging to freight department, † 93,204 32	
CLASS 3.—Passenger-Train Expenses. 1. Repairs of passenger, mail and baggage cars,	10 449 54
2. New passenger, mail and baggage cars (charged to operat-	19,448 54
ing expenses),	Nothing. 4,079 73
4. Salaries, wages and incidentals of passenger department,	51,372 69
5. Amount paid other corporations or individuals not operating roads, for use of passenger cars, and repairs of same, † .	Nothing.
6. TOTAL,	74,900-96
CLASS 4.—Freight-Train Expenses.	
 Repairs of freight cars, New freight cars charged to operating expenses, 	19,458 92 Nothing.
3. Damages and gratuities, freight,	451 93
 Salaries, wages and incidentals of freight department, Paid corporations or individuals not operating roads for use 	77,059 03
of freight cars,	Nothing.
6. TOTAL,	96,969 88

Including labor and materials in new sidings.
 Computed on gross receipts from passenger and freight departments.
 As the Pullman, Wagner, or other drawing-room and sleeping-cars.

2. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed, viz.:— Salem & Lowell Railroad,		
8. Per mile of the road operated, 9. Per mile of single track operated, not including sidings. 1. Proportion for Massachusetts, 1. 1.09 1. Proportion for Massachusetts, 1. 181,499 04 2. Percentage of expenses to income, 73.64 **Met Income, Dividends, &c. 1. TOTAL NET INCOME ABOVE OPERATING EXPENSES, 2. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed, viz.; 8. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed, viz.; 8. Stony Brook Railroad, 1. Sp. 265 00 1. Lowell & Lawrence Railroad, 1. Sp. 275 00 1. Stony Brook Railroad, 1. Sp. 275 00 1. Soston & Lowell Railroad, 1. Sp. 275 00 1. Soston & Lowell Railroad, 1. Sp. 275 00 1. Soston & Lowell Railroad, 1. Sp. 275 00 1. Soston & Lowell Railroad, 1. Sp. 276 00 1. Sp. 276 00 1. Sp. 276 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1. Sp. 277 00 1.	7. Total expenses of operating the road, embraced in	
9. Per mile of single track operated, not including sidings,	CLASSES 1, 2, 3, 4,	\$434,593 78
0. Per train mile, 1.109 1. Proportion for Massachusetts, 181,499 04 2. Percentage of expenses to income, 73.64 **Ret** Income, Dividends, &c. 1. TOTAL NET INCOME ABOVE OPERATING EXPENSES, 2. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed, viz.:— Salem & Lowell Railroad,	8. Per mile of the road operated,	
1. Proportion for Massachusetts,	ing sidings, 6,376 08	
2. Percentage of expenses to income,	0. Per train mile,	
Interms, Dividends, &c. 1. TOTAL NET INCOME ABOVE OPERATING EXPENSES, 2. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed, viz.:— Salem & Lowell Railroad,		
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES. 2. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed, viz.:— Salem & Lowell Railroad,	2. Percentage of expenses to income,	
2. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed, viz.:— Salem & Lowell Railroad,	Net Income, Dividends, &c.	•
fying each company, the amount and basis on which rent is computed, viz.:— Salem & Lowell Railroad,		\$155,552 76
Salem & Lowell Railroad, \$5,425 00 Lowell & Lawrence Railroad, \$6,751 80 Stony Brook Railroad, \$9,300 00 Wilton Railroad, \$9,300 00 Wilton Railroad, \$15,275 00 Boston & Lowell Railroad, interest on improvements, \$34,996 16 3. Not income above operating expenses, and amount paid for rent of roads, \$6,256 Percentage of same to capital stock and debt, \$7.68 5. Percentage of same to capital stock and debt, \$7.68 5. Percentage to total means applied to construction, equipment, &c.c., \$6.95 6. Paid for interest [gold coupons], \$7. Dividends declared, 9 per cent. for the year, amount, \$7.2000 00 8. Date of last dividend declared, \$9.81 ance for the year of deficit, \$6.452 56 10. Surplus at commencement of the year, \$6.452 56 11. Total surplus, \$1.00 10 12. Paid to sinking funds in hands of trustees, \$193,815 80 Receipts, Expenses, Net Earnings, &c., of Passenger Department. 1. Total recripts from Passenger Department, as per "Revenue for the Year," No. 6, \$267,926 33 2. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9, \$267,926 33 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94 41,439 94	fying each company, the amount and basis on which rent	
Lowell & Lawrence Railroad, 8,261 92 Peterborough Railroad, 9,300 00 Wilton Railroad, 15,275 00 Boston & Lowell Railroad, interest on improvements, 34,996 16 3. Net income above operating expenses, and amount paid for rent of roads, 7,68 5. Percentage to total means applied to construction, equipment, &c., 6,95 6. Paid for interest [gold coupons], 7,000 00 00 00 00 00 00 00 00 00 00 00 00		
Stony Brook Railroad, 9,300 00 Wilton Railroad, 9,300 00 Wilton Railroad, 15,275 00 Boston & Lowell Railroad, interest on improvements, 34,996 16 3. Not income above operating expenses, and amount paid for rent of roads, 768 5. Percentage of same to capital stock and debt, 768 5. Percentage to total means applied to construction, equipment, &c., 6.95 6. Paid for interest [gold coupons], 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,000 00 72,00		
Peterborough Railroad,		
Wilton Railroad, Boston & Lowell Railroad, interest on improvements, 34,996 16 3. Not income above operating expenses, and amount paid for rent of roads, 4. Percentage of same to capital stock and debt, 5. Percentage to total means applied to construction, equipment, &c., 6.95 6. Paid for interest [gold coupons], 7. Dividends declared, 9 per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or deficit, 10. Surplus at commencement of the year, a. 11. Total surplus, 12. Paid to sinking funds in hands of trustees, 13. Paid to sinking funds in hands of trustees, 14. Total receipts from Passenger Department, as per "Revenue for the Year," No. 6, 2. (Total receipts per train mile, \$1.397.) 3. Expenses, proportion of "General Trafic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 2, No. 15, 72,097 63 65. Total expenses per train mile, \$1.021.) 8. Net earnings per train mile, \$1.570.) 9. (Net earnings per train mile, \$1.570.) 13. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, 15. (Total receipts per train mile, \$1.570.) 16. Total expenses, Net Earnings, &c., of Freight Department. 17. Total receipts per train mile, \$1.570.) 18. Expenses, proportion of "General Trafic Expenses," as per "Revenue for the Year," No. 10, 19. (Not earnings per train mile, \$1.570.) 19. Expenses, proportion of "General Trafic Expenses," as per "Revenue for the Year," No. 10, 19. (Not earnings per train mile, \$1.570.) 20. (Total receipts per train mile, \$1.570.) 21. Expenses, proportion of "General Trafic Expenses," as per "Revenue for the Year," No. 10, 22. (Total receipts per train mile, \$1.570.) 23. Expenses, proportion of "General Trafic Expenses," as per "Revenue for the Year," No. 10, 24. Expenses, proportion of "General Trafic Expenses," as per "Revenue for the Year," No. 10, 25. Expenses, proportion of "General Trafic Expenses," as per "Revenue for the Year," No. 10, 26. Expenses, proportion of "General Trafic Expenses,"	Deterborough Pailroad 0.200 00	
Boston & Lowell Railroad, interest on improvements, 34,996 16 3. Not income above operating expenses, and amount paid for rent of roads, 2000 per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the per south of the		
ments, 3. Not income above operating expenses, and amount paid for rent of roads, 4. Percentage of same to capital stock and debt, 5. Percentage to total means applied to construction, equipment, &c., 6. Paid for interest [gold coupons], 7. Dividends declared, 9 per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or deficit, 10. Surplus at commencement of the year,a. 11. TOTAL SURPLUS, 2. Paid to sinking funds in hands of trustees, 12. Total receipts from Passenger Department, as per "Revenue for the Year," No. 6, 2. (Total receipts per train mile, \$1.397.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, 6. TOTAL EXPENSES, 7. (Total expenses per train mile, \$1.021.) 8. NET EARNINGS, 9. (Net earnings per train mile, \$0.376.) Receipts, Expenses, Net Earnings, &c., of Freight Department. 1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10, 2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, 2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 2, No. 16, 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 49,204 30	Roston & Lowell Reilroad interest on improve-	
3. Net income above operating expenses, and amount paid for rent of roads, 4. Percentage of same to capital stock and debt, 5. Percentage to total means applied to construction, 6.95 6. Paid for interest [gold coupons], 7. Dividends declared, 9 per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or deficit, 0. Surplus at commencement of the year,a 11. Total surplus, 2. Paid to sinking funds in hands of trustees, 2. Paid to sinking funds in hands of trustees, 3. Nothing. Receipta, Expenses, Met Earnings, &c., of Passenger Department. 1. Total receipts per train mile, \$1.397.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9, 4. Expenses, proportion of "General Trafic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, 6. Total expenses per train mile, \$1.021.) 8. Net earnings per train mile, \$0.376.) Receipta, Expenses, Met Earnings, &c., of Freight Department. 1. Total receipts from Freight Department, as per "Revenue for the Year," No. 10, 2. (Total receipts per train mile, \$0.376.) Receipta, Expenses, Met Earnings, &c., of Freight Department. 1. Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, 2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "General Trafic Expenses," as per Class 2, No. 16, 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 48,590 99 49,500 90 40,500 90 40,500 90 40,500 90 40,500 9		90,000,90
roads, Percentage of same to capital stock and debt, 7.68 Percentage to total means applied to construction, equipment, &c., 6.95 Percentage to total means applied to construction, equipment, &c., 6.95 Paid for interest [gold coupons], 72,000 00 Buste of last dividend declared, 9 per cent. for the year, amount, 72,000 00 Buste of last dividend declared, 9.81 100 Balance for the year or deficit, 700 Buste of last dividend declared, 9.81 100 Buste of last dividend declared, 9.81 100 Buste of last dividend declared, 9.81 100 Buste of last dividend declared, 9.82 100 Buste of last dividend declared, 9.82 100 Buste of last dividend declared, 9.82 100 Buste of last dividend declared, 9.82 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend declared, 9.92 100 Buste of last dividend last surplus in 1873. Buste of last divident last surplus in 1873. Buste of last divident last surplus in	3. Net income above operating expenses, and amount paid for rent of	80,009 88
5. Percentage to total means applied to construction, equipment, &c.,	roade,	75,542 88
6. Paid for interest [gold coupons], 7. Dividends declared, 9 per cent. for the year, amount, 8. Date of last dividend declared, 9. Balance for the year or deficit, 10. Surplus at commencement of the year, a 11. Total surplus, 12. Paid to sinking funds in hands of trustees, 13. Paid to sinking funds in hands of trustees, 14. Total receipts from Passenger Department, 15. Total receipts from Passenger Department, as per "Revenue for the Year," No. 6, 16. (Total receipts per train mile, \$1.397.) 17. Expenses, proportion of "Maintenance of Way and Buildings," 17. as a per Class 1, No. 9, 18. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, 19. (Net earnings per train mile, \$1.021.) 19. (Net earnings per train mile, \$0.376.) 19. (Net earnings per train mile, \$0.376.) 19. (Total receipts per train mile, \$1.570.) 10. Expenses, proportion of "Maintenance of Way and Buildings," 19. (Total receipts per train mile, \$1.570.) 10. Expenses, proportion of "Maintenance of Way and Buildings," 19. (Total receipts per train mile, \$1.570.) 10. Expenses, proportion of "Maintenance of Way and Buildings," 19. (Total receipts per train mile, \$1.570.) 10. Expenses, proportion of "General Traffic Expenses," as per Class 1, No. 10, 10. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 10. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 10. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 10. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 10. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 10. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 10. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 10. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 10. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 10. Expenses, proportion of "General Traffic Expenses," as per Class 2, No	5. Percentage to total means applied to construction,	
7. Dividends declared, 9 per cent. for the year, amount,		0.005.44
8. Date of last dividend declared, 9. Balance for the year or deficit, 10. Surplus at commencement of the year,a		
9. Balance for the year or deficit, 10. Surplus at commencement of the year, a		
193,815 41 11. TOTAL SURPLUS, 12. Paid to sinking funds in hands of trustees, 13. Paid to sinking funds in hands of trustees, 14. TOTAL SURPLUS, 15. Paid to sinking funds in hands of trustees, 16. Receipts, Expenses, Net Earnings, &c., of Passenger Department. 16. TOTAL RECRIPTS from Passenger Department, as per "Revenue for the Year," No. 6, 17. (Total receipts per train mile, \$1.397.) 18. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, 19. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, 19. TOTAL EXPENSES, 19. (Total expenses per train mile, \$1.021.) 19. (Net earnings per train mile, \$0.376.) 19. (Net earnings per train mile, \$0.376.) 19. (Total receipts from Freight Department, as per "Revenue for the Year," No. 10, 19. (Total receipts per train mile, \$1.570.) 19. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, 19. (Lass 2, No. 16, 193,815 42 187,362 83 Nothing. 193,815 42 187,362 83 Nothing. 193,815 42 187,362 83 Nothing.		
11. TOTAL SURPLUS, 2. Paid to sinking funds in hands of trustees, Receipts, Expenses, Net Earnings, &c., of Passenger Department. 1. TOTAL RECRIFTS from Passenger Department, as per "Revenue for the Year," No. 6, 2. (Total receipts per train mile, \$1.397.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, 6. TOTAL EXPENSES, 7. (Total expenses per train mile, \$1.021.) 8. NET EARNINGS, 9. (Net earnings per train mile, \$0.376.) Receipts, Expenses, Net Earnings, &c., of Freight Department. 1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10, 2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 2. Only contingent fund account was returned as surplus in 1873. Contingent fund. 1. Expenses and the surplus in 1873. 2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 3. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the surplus in 1873. 4. Expenses and the su		0,40% 00
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1. TOTAL RECRIPTS from Passenger Department, as per "Revenue for the Year," No. 6, 2. (Total receipts per train mile, \$1.397.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, 6. TOTAL EXPENSES, 7. (Total expenses per train mile, \$1.021.) 8. NET EARNINGS, 9. (Net earnings per train mile, \$0.376.) Receipts, Expenses, Net Earnings, &c., of Freight Department. 1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10, 2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 2. Only contingent fund account was returned as surplus in 1873. Contingent fund. \$2267,926 33 41,439 94 79,487 76 74,900 96 195,828 66 72,097 65 93,204 35	Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
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2. (Total receipts per train mile, \$1.397.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, 6. Total expenses, experiment Expenses," as per Class 3, No. 6, 7. (Total expenses per train mile, \$1.021.) 8. Net earnings per train mile, \$0.376.) Receipts, Expenses, Net Earnings, &n., of Freight Department. 1. Total receipts from Freight Department, as per "Revenue for the Year," No. 10, 2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 2. Only contingent fund account was returned as surplus in 1873. Contingent fund.		\$267,926 35
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, 6. TOTAL EXPENSES, 79,487 76 74,900 96 195,828 66 72,097 66 96. NET EARNINGS, 9. (Net earnings per train mile, \$1.021.) 8. NET EARNINGS, 9. (Net earnings per train mile, \$0.376.) Receipts, Expenses, Net Earnings, &c., of Freight Department. 1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10, 2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, 48,590 99 Class 2, No. 16, 93,204 39		4 201,000 00
as per Class 1, No. 9, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, 6. Total expenses per train mile, \$1.021.) 8. Net earnings per train mile, \$0.376.) Receipts, Expenses, Net Earnings, &c., of Freight Department. 1. Total receipts from Freight Department, as per "Revenue for the Year," No. 10, 2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, 48,590 9: 48,590 9: 40.001y contingent fund account was returned as surplus in 1873. Contingent fund.	3. Expenses, proportion of "Maintenance of Way and Buildings,"	
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, 6. Total expenses per train mile, \$1.021.) 8. Net Earnings 9. (Net earnings per train mile, \$0.376.) Receipts, Expenses, Net Earnings, &c., of Freight Department. 1. Total receipts from Freight Department, as per "Revenue for the Year," No. 10, 2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, 48,590 9: 48,590 9: 48,590 9: 48,590 9: 48,590 9: 48,590 9: 48,590 9: 48,590 9: 48,590 9: 48,590 9: 48,590 9: 48,590 9: 48,590 9: 48,590 9: 48,590 9:	og nor Class 1 No 9	41,439 94
6. TOTAL EXPENSES, 7. (Total expenses per train mile, \$1.021.) 8. NET EARNINGS, 9. (Net earnings per train mile, \$0.376.) Receipts, Expenses, Net Earnings, &c., of Freight Department. 1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10, 2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, a Only contingent fund account was returned as surplus in 1873. Contingent fund.	4. Expenses, proportion of "General Traffic Expenses," as per	·
6. TOTAL EXPENSES, 7. (Total expenses per train mile, \$1.021.) 8. NET EARNINGS, 9. (Net earnings per train mile, \$0.376.) Receipts, Expenses, Net Earnings, &c., of Freight Department. 1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10, 2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, 93,204 33 a Only contingent fund account was returned as surplus in 1873. Contingent fund.	Class 2, No. 15,	79,487 76
6. TOTAL EXPENSES, 7. (Total expenses per train mile, \$1.021.) 8. NET EARNINGS, 9. (Net earnings per train mile, \$0.376.) Receipts, Expenses, Net Earnings, &c., of Freight Department. 1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10, 2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, a Only contingent fund account was returned as surplus in 1873. Contingent fund.	5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	
9. (Net earnings per train mile, \$0.376.) Receipts, Expenses, Net Earnings, &c., of Freight Department. 1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	6. TOTAL EXPENSES,	195,828 66
9. (Net earnings per train mile, \$0.376.) Receipts, Expenses, Net Earnings, &c., of Freight Department. 1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	7. (Total expenses per train mile, \$1.021.)	#0 00# 00
Receipts, Expenses, Net Earnings, &c., of Freight Department. 1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	8. NET EARNINGS,	72,097 69
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,		
for the Year," No. 10, 2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16, a Only contingent fund account was returned as surplus in 1873. Contingent fund.		
2. (Total receipts per train mile, \$1.570.) 3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	for the Year." No. 10.	\$314 160 92
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,		\$ 014,100 <i>21</i>
a Only contingent fund account was returned as surplus in 1873. Contingent fund.	3 Expenses proportion of "Maintenance of Way and Buildings"	49 500 00
a Only contingent fund account was returned as surplus in 1873. Contingent fund.	A Expenses proportion of "General Traffic Erromese" as per	40,080 92
Contingent fund	Class 2, No. 16,	93,204 32
Contingent fund	Only and and an an an an an an an an an an an an an	
Renewal account,	Contingent fund account was returned as surplus in 1873.	
Numbers account. 17 705 %	Renewal account,	45,000 00
Day 1	Suspense account,	. 17,706 83
\$193.815 4		\$193,815 43

 Expenses, "Freight- TOTAL EXPENSES, 				•		Class	4, No	. Ծ,		\$96,969 235,765	
7. (Total expenses per	train	mi	ile, \$ 1.	193.))				1	RF 005	•
S. Net earnings, . 9. Net earnings per train	n mi	le,	\$ 0.377	.)	•	•	•	•		75,395	
General Balance i	Sheet	at	Closin	r of	Accor	mts.	Senter	nher	80.	1874.	-
				Dr.		,			,		
Road-bed and real estate	θ,							•	•	\$ 343,616	1
Superstructure,	•	•	•	•	•	•	•			161,418	4
Buildings and bridges,	•	•	•	•	•	•	•	•		119,265	0
Engines,	•	•	•		٠.		•	•	•	53,000	0
Passenger cars,		•		•			••	•		19,300	0
Merchandise cars, .	•		•		•		•			41,106	1
Real estate,			•							33,396	5
Suffolk National Bank,				•						1,392	1
C. E. A. Bartlett, Cashie	r,		•							440	0
Boston, Lowell & Nashu	a Ra	ilre	oad,				•			82,964	4
Grading track at Tyngsl			-				•			30,000	0
New Equipment, .		•								81,313	7
First National Bank,			•							1,049	50
Notes receivable, .								•.		150,000	
Mystic River Quay, .								• .		152,236	91
Ogdensburg & Lake Cha	mpl	ain	Railro	ad a	inkir	g fu	nd bo	nds,		25,000	0
Cash and drafts,						٠.	•	•		43,391	3
Lowell improvements,										53,314	
Indian Head National B	nk.						•			2,939	40
	•										_
										\$ 1,395,134	8
			•	Cr.							
Capital stock,	•	•	•	•	•	•	\$800	•			
Suspense account, .	•	٠	•	•	•	•		,705			
Contingent fund, .	•	•	•	•	•	•	124	,657	02		
Boston & Lowell Railros	ıd,	•					27	,125	00		
Renewal account, .	•		•	•	•	•	45	,000	00		
Unclaimed dividends,	•			•		•		747	00		
Notes payable,			•		•		147	,900	00		
Hold bonds,							200	,000	00		
Dividend No. 72, .	•				•	•	32	,000	00		
·						•			_	\$1,395,134	8
Description		· P.									_
1. Date when the road				ther	of w	ATA					
opened for public				-11016	, J. W	ا ۵۰۰					
From Nashua, N. H.,	to L	OW	ell, .	•	. •		Oct	. 8, 1	1838.		
2. Length of main line	of r	oad	l [fron	n Na	shua	to		•		1450	
Lowell],* . Length of main line of road in Massachusetts,						0.95	mil		14.50 miles.		
In other States [N	ew H	au [arr	na Mi		, ii ubc	· • • • • • • • • • • • • • • • • • • •		mil			
3. Length of line with					d is	not					
							Con				

^{*} Length in all cases to be given in miles and decimals.

4. Length of double track on main line, 5. Branches owned by company, 10. Total length of road belonging to this company 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, 16. Total length of steel-top rails in tracks belonging ing to this company, 17. Number of spans of bridges of 25 feet and up- wards, 18. Number of iron bridges (ag. length, feet), 19. Number of wooden bridges (ag. length, feet), 20. Bridges built within the year, 21. Number of crossings of highways at grade, 22. Number of crossings of highways over railroad, 23. Number of crossings of highways under rail- road, 24. Number of highway bridges less than 18 feet above track, 25. Number of crossings at which gates or flagmen are maintained, 27. Number of railroad crossings at grade, specify-	7.35 miles. 4 miles. 36.35 miles. 22.50 miles. None. None. 10 1 4 None. 9 1 None. 22 7
ing each,	2 None.
roads, specifying each,	None.
Wilton Railroad, Stony Brook Railroad, Peterborough Railroad, 32. Total length of above roads, 33. Total length of above roads in Massachusetts, 34. Total length of above roads in other States, specifying each [New Hampshire], 35. Total miles of road operated by this company, 36. Total miles of road operated by this company, in Massachusetts, 37. Number of stations on all roads operated by	15.50 miles. 13.16 miles. 10.50 miles. 39.16 miles. 13.16 miles. 26 miles. 53.66
this company. 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company,	21 13 53.16 None. 6 2

^{*} Lengths to be given in miles and decimals.

Rolling Stock.

	<u>.</u>				
	Total number.	Jaine.	Per mile road operated.		
1. Locomotives (average weight of engines in working order, 56,000 lbs.),	} 19	-	.35		
working order, 69,350 lbs.), 2. Tenders (average weight of tenders full of fuel and water, 32,000 lbs.), Tenders (maximum weight of tenders full of fuel and water, 50,000 lbs.),	21	-	_		
(Average joint weight of engines and tenders, 88,000 lbs.) 3. (Length of heaviest engine and tender, from centre of forward truck-wheel of engine to]				
centre of rear-wheel of tender, 43 ft. 6 in.) 4. (Total length of heaviest engine and tender over all, 52 feet.) 5. Snow-plws (average weight [of large plows],					
14,500 lbs.), 6. Passenger cars (average weight, 32,000 lbs.), Passenger cars (maximum weight,).	223	-	.428		
7. Mail and baggage cars (aver. weight, 24,000 lbs.), 8. 8-wheel box freight cars (av. weight, 18,000 lbs.),	9 35	_	.16		
9. 4-wheel box freight cars (av. weight, 9,000 lbs.),		-	-		
10. 8-wheel platform cars (av. weight, 14,000 lbs.),	47	-	-		
11. 4-wheel platform cars (av. weight, 7,000 lbs.), .12. Other cars (coal, gravel, &c.), .	92 140	_	=		
13. Total value,		_	_		
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	263	_	4.90		
15. Number of locomotives equipped with train brakes,	8	_	-		
(Kind of brake, Smith's Vacuum.) 16. Number of cars equipped with train brakes, (Kind of brake, Smith's Vacuum.)	32	-	-		
17. Number of passenger cars with Miller platform and buffer,	None	-	-		
Mileage, Traffic, &c.					
 Miles run by passenger trains, Rate of speed of express passenger trains, including stops, 	191,79				
3. Rate of speed of accommodation trains, including stops,	١	les per hour. les per hour.			
4. Miles run by freight trains,5. Rate of speed of express freight trains, includ-	200,04	15			
ing stops,		About 18 miles per hour			
7. Miles run by other trains, and for what purpose,		les per hour. ded above.			
8. Total train miles run,			391,835		
of road), 10. Number of local passengers (over part of road),		184,030 762,352			

11. Total number of passengers carried,	946,433
12. Total passenger mileage, or passengers carried one mile,	12,191,43
13. Passenger mileage to and from other roads,	2,340,511
14. Number of tons carried	259,954
15. Total freight mileage, or tons carried one mile,	7,284,66
16. Freight mileage to and from other roads,	
17. Highest rate of fare per mile, for any distance,	
18. Lowest rate of fare per mile, for any distance,	
(single fare),	2 cents.
19. Average rate of fare per mile (not including	
season tickets) received from passengers on	
roads operated by this company,	2.696 cents.
20. Average rate of fare per mile received from	
passengers to and from other roads,*	1.96 cents.
21. Average rate of fare per mile for season-ticket	
passengers, reckoning one round trip per	
day to each ticket, t	.961 cent.
22. Average rate of fare per mile for all passengers,	2.3 cents.
23. Highest rate of freight per ton per mile, for	
any distance,	30 cents.
24. Lowest rate of freight per ton per mile, for any	
distance,	.75 cent.
25. Average rate of freight per ton per mile on	
roads operated by this company,	About 3.6 cents.
26. Average rate of freight per ton per mile to and	
from other roads,*	About 2.77 cents.
27. Average number of cars in passenger trains,	
including baggage cars,	5
28. Average number of cars in freight trains (basis	
of 8 wheels),	24
29. Average weight of passenger trains, including	
locomotive and tender, in working order,	
exclusive of passengers,	127.7 tons.
30. Average weight of freight trains, including	
locomotive and tender, in working order,	40
exclusive of freight,	187.5 tons.
31. Number of persons regularly employed by com-	
pany, including officials,	35 8

* After deducting all allowances for tolls or use of cars, &c.

† If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

Apply only to roads crossing the State line.
 Apply only to the roads terminating in Boston.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal	•	2,839.64	25,570.11	17,994.57	88.86
2. Bituminous coal,	8,25	53 0. 52	4,487.83	4,770.97	5.27
8. Petroleum,	8.91	455.46	79.44	584.50	8.92
4. Railroad iron, including steel			!	l !	
and steel-capped rails,	·	952 78	100.98	1,046.48	- -
5. Castings and other iron,	1,293.24	2,123.42	2,937.95	4,460.88	1,584.56
6. Other metals,	63.63	421.13	125.86	848.00	47.74
7. Iron and other ores,	102.69	251.96	219.55	226.92	10.46
8. Stone and brick,	4,585.22	885.74	5,120.91	786 89	1,711.28
9. Lime, cement and sand, .	197 98	437.02	8,219.04	1,516.21	182.66
10. Lumber,	14,877.29	856.68	4,457.64	2,451.63	7,234.98
11. Ice,			22,558.00		22,558.00
12. Live stock,	2,897.50	834.88	164.84	226.76	495.22
18. Dressed carcasses, smoked					770.00
and salted meats,	794-22	800.71	295.97	492.90	752.00
14. Flour,	5,240.98	810.80	1,205.12	822.20	2,599.86
15. Grain,	15,482.63	55.50	1,462.60	834.57	10,868.99
16. Other agricultural products, .	6,461.96	482.36	1,524.50	1,810.29	4,922.18
17. Manufactures not included	0.107.40	4 505 00	0.005.05	4 200 40	11 202 40
above,* 18. Merchandise,*	9,127.40	4,585.83	9,885.25 11.391.26	4,389.66 6,406.01	11,585.49
	1,570.84	5,459.88			8,213.87
19. Other articles,	22,599.21	23,429.54	36,457.93	42,408.70	18,244.58
20. Total tons carried,	85,276.84	43,912.89	180,764.27	90,729.25	85,993.88

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

List of Accidents in Massachusetts.

				SES BETOND CONTROL.				TOTAL.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Passengers,			_	_	_	-	_	_		
Employés, .		.	1	-	-	2	1	2		
Others, .	• '		-	-	<u> </u>	-	-	-		

Statement of each Accident.

June 17, 1874.—Thomas Shea and John Conners were slightly injured in the freight yard at Lowell.

July 2.—John Fitzpatrick, an employé, was killed at North Chelmsford; by trying to avoid one train he was run over by another.

F. B. CROWNINSHIELD,

E. SPALDING,

W. W. BAILEY,

D. S. RICHARDSON,

Directors of the Nashua & Lowell Railroad Company.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 20, 1874. Then personally appeared Edward Spalding, and made oath to the truth of the foregoing statement by him subscribed. Before me,

T. H. WOOD, Justice of the Peace.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 18, 1874. Then personally appeared Wm. W. Bailey, and made oath to the truth of the foregoing statement by him subscribed. Before me,

T. H. WOOD, Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, November 23, 1874. Then personally appeared Francis Crowninshield, and made oath to the truth of the foregoing statement by him subscribed, according to the best of his knowledge and belief. Before me,

EDW. TYLER, Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, November 24, 1874. Then personally appeared Daniel S. Richardson, and made oath to the truth of the foregoing statement by him subscribed. Before me,

F. B. CROWNINSHIELD, Justice of the Peace.

Name and Residence of Officers.

F. B. Crowninshield, President, Boston; Geo. Stark, Manager, Nashua, N. H.; T. H. Wood, Treasurer, Nashua, N. H.; W. M. Parker, Superintendent, Boston. Directors.—Daniel S. Richardson, Lowell; Onslow Stearns, Concord, N. H.; Edward Spalding, Nashua, N. H.; W. W. Bailey, Nashua, N. H.

Proper Address for the Company.

NASHUA & LOWELL RAILROAD CORPORATION, NASHUA, N. H.

OF THE

NEW BEDFORD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[This road is leased to, and operated by, the Boston, Clinton & Fitchburg Railroad Company, and includes the roads formerly operated by the Taunton Branch Railroad Company, which, on the second day of February, 1874, were incorporated with and became a part of the New Bedford Railroad. The operating report of this line is given under the title of New Bedford Division of the Boston, Clinton and Fitchburg Railroad. See page 58.]

Capital Stock, Debts, &c.	
CAPITAL STOCK. [Including Taunton branch, and additional, not specified, to cover expenditure authorized in charter for extension to tide-water in New Bed-	
ford.] 1. Capital stock authorized by charter, . 2. Capital stock authorized by votes of company,	\$1,678,500 00 • 1,678,500 00
 Capital stock issued (number of shares, 16,785), amount paid in,a Capital stock paid in on shares not issued 	1,678,500 00
(number of shares,),	- \$1,678,500 00
by company,	29,298 82
 7. Capital stock paid in, proportion for Massachusetts,*. 8. Capital stock, number of shares issued not enti- 	1,678,500 00
tled to dividends,	None.
10. Number of stockholders,	646 1,607,400 00 617
DEBT. 13. Funded debt, as follows:— Bonds, due July 1, 1831, rate of interest, 6 per	
cent.,	171,500 00
cent.,	350,000 00 591 500 00
15. Unfunded debt, incurred for construction, equipment or purchase of property, †	Nothing.
 Total amount of funded debt, Unfunded debt, incurred for construction, 	Nothing. Proportion should be for the mile a different basis, please state the aimed dividends, or anything conto debts incurred for permanents was \$1,010,100 0
Increase in 1874,	\$1,560,100 00 118,400 00

16. Unfunded debt incurred for any other purpose,		
and for what,	Nothing.	
17. Other debts,—current credit balances, &c	\$97,419	96
18. Total debt liabilities,	400,000	\$618,919 96
19. Amount of debt liabilities after deducting cash,		4 020,020 00
sinking funds in hands of trustees, and such		
securities and debit-balances as do not	FOF 100	00
represent permanent investments,	535,109	
20. Proportion of same for Massachusetts,*	535,109	
21. Proportion of same per mile of road,	9,340	53
22. Contingent liabilities as guarantor of bonds or	·	
debts of other corporations, specifying same,	None.	
1		
CASH REALIZED, &C.		
23. Total cash realized from capital, and debt in-		
	0.000.000	00
curred for construction, equipment, &c.,	2,200,000	W
24. Total amount of income which has been ex-		
pended (in addition to funds derived from		
capital and debts) in construction, equip-		
ment and purchase of property,	None.	
25. Total means applied to construction,		
		2,200,000 00
EQUIPMENT AND PURCHASE OF PROPERTY, .	A 33	2,200,000 00
26. Proportion of above for Massachusetts,*	All.	
Cost of Road, Equipment and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY.		
1. Grading and masonry,	_	-
Fairhaven branch,	\$ 702,111	29
Cost of road Taunton branch and Attleborough		
branch,	670,340	15
2. Bridging,		-
3. Superstructure, including rails,	_	_
Extension to tide-water in New Bedford	188,564	Q.4
	100,001	73
4. Land, land damages and fences [and wharf	105 000	00
property],	125,900	
Double track at Taunton,	20,000	00
5. Passenger and freight stations, wood-sheds and		
water stations,		_
6. Engine-houses, car-sheds and turn-tables,)	00
7. Machine shops,	 } 56,679	96
Miscellaneous real estate,	16 194	68
	16,124	00
8. Interest paid during construction, discount, &c.,		-
Telegraph,	957	00
9. Engineering, agencies, salaries, and other ex-		
penses during construction,	-	-
10. Total expended for construction,	ł	\$1,780,678 0
11. Average cost of construction per mile of road	ł	_ j ,
built by company,	31,082	27
10 Same non mile of single track built by som	31,002	<i>31</i>
12. Same per mile of single track built by com-	00 000	00
pany, not including sidings,	30,029	52
13. Proportion of cost of construction for Massa-	1	
zer ziepertien er test er tenetituerien itt minst	1,780,678	02
chusetts,*		
	' '	
	' '	
chusetts,*		
chusetts,*		
chusetts,*	470,101	90

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. [None.]	
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts,	
PANY,	\$2,334,589 39
35. Amount of sinking and contingent funds, and their purpose,	-
Expenditures Charged to Capital Account during the Year.	
 Main line, extension or alteration of road, Branches, extension or alteration of road, specifying each, Double track extension, 	\$58,981 17
4. Land [and wharves], 5. Passenger and freight stations, wood-sheds and water-stations.	78,277 48
6. Engine-houses, car-sheds and turn-tables,	6,193 98
7. Locomotives, 8. Snow-plows, purchased of Taunton Branch R. R.,	54,000 00
9. Passeuger cars, 10. Mail and baggage cars, 11. Mail and baggage cars, 12. The state of Taunton Br. R. R., 13. The state of Taunton Br. R. R., 14. The state of Taunton Br. R. R., 15. The state of Taunton Br. R. R., 16. The state of Taunton Br. R. R., 17. The state of Taunton Br. R. R., 18. The state of Taunton Br. R. R., 18. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R. R., 19. The state of Taunton Br. R., 19. The state of Taunton Br. R.,	51,800 00
11. Freight cars, purchased of Tauuton Branch Railroad,	56,882 50
12. Machine-shops, machinery and tools, purchased of Taunton Branch Railroad,	22,610 00
13. Purchase of other roads, specifying what [Taunton & At-	!
tleborough branch], 14. Subscriptions or loans to other roads, specifying what,	670,340 15
15. Any other expenditures charged to capital account, specify-	
ing same:— 100 shares Mansfield & Framingham Railroad stock,	6,000 00
Lumber, iron and supplies,	14,557 16
Machinery and tools,	12,834 09 1,032,526 53
17. Property sold and credited capital account,— Shrinkage on 255 shares N. B. & F. H. Horse Rail- road stock ,	
Other credits to capital account, 5,703 70	00,000,00
18. Net addition to permanent investments for the year,	26,203 70 1,006,322 83
Revenue for the Year.	
[See New Bedford Division of B. C. & F. Railroad.]	
11. Receipts as rents for use of road and equipment, when leased,—	
Receipts from Boston, Clinton & Fitchburg Railroad Company, rent for use of road and equipment, as per agreement,	
Less for interest allowance on cash paid for extension before completion,	
20. TOTAL INCOME,	\$137,644 33
Expenses of Operating the Road for the Year.	
[See New Bedford Division B. C. & F. Railroad.]	
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	\$1,472 33
7. TOTAL EXPENSES,	1,472 33

			-								
•	Net	Inco	me, I	Divide	nds,	& c.					
1. TOTAL NET I	NCOME	ABO'	VE O	PERA	TING	EXP	ENSI	es,			\$136,172 0
2. Amount paid											
fying each		ny, t	ne ai	moun	t, an	d bas	18 0	n whic	ch re	nt	
is compute 3. Net income abo		aline	· 1 erne	mees	and .	amour	et ne	id for	· rent	of	-
roads, .	ou ope.		, _.		•		·• p			9	136,172 05
4. Percentage o	f same	to cr	pita	l stoc	k an	d del	ot,	•	6.	15	,
5. Percentage				appl	lied	to co	nétr	uc-	_		
tion, equip		œc.,	•	•	•	•	•	•	6.	05	10 000 0
 Paid for inte Dividends de 		8 no		+ f or	. + 1.0	· Woor		onnt	•	•	12,892 09 123,280 00
8. Date of last					· uno	year,		ount,	•		-
9. Balance for t						•		·			• -
l0. Surplus at co	nimenc	eme	nt of	the	year,	a.		•	•		\$101,468 74
Charged sur								400		ا ۵۵	
Loss on N.		е. но	orse 1	Kallro	oad,	•	•		500		
Old claims Dividends,		•	•	•	•	•	•		822 404		
Interest,		:	:	:	:	:	:		572		
2202000, 0	•	7		-		•	•			_	64,299 31
		_								-	Ann 100 40
1. TOTAL 8	URPLU	в,	•	•	•	•	•	•	•	•	\$ 37,169 43
General I	lalance	Shee	t at		ug of Dr.	Accor	ınts,	Septe	mber	3 0,	1874.
Construction,											\$1,780,678 02
Boston, Clinton	R. Eital	hhnm	~ Da	ilmoo	a Co	,		inm			- , ,
•		ubui	g Iu	III Uan	1 00	mpau,	у, е	վաւթու	оп,	œ o.	73,212 29
Ledger balances,	•	•	•	•	•	•	•	•	•	•	,
Cash,	•	•	•	•	•	•	•	•	•	•	10,597 79
											\$2,334,589 39
					CR.						• ,, ,
Capital stock,						•		\$1,678	3,500	00	
Funded debt,								521	,500	00	
Ledger balances,								. 97	,419	96	
Surplus, .							•				
		•	•	•			:	37	,169	43	
	•	•	•	•	•	•	:	37	,169 	43	\$2,334,589 39
	•	•		•	•	•	•		,169	43	\$2,334,589 39
	Descript	ion o	of Ro		•	•	· 	37	,169 	43	\$ 2,334,589 39
	-				ther	eof w	ere		,169 	43	\$ 2,334,589 39
1. Date when the opened for	ie road	l or	port		ther	eof w	rere		',169 	43	\$2,334,589 39
1. Date when the opened for From New Be	ne road public edford t	l or use to Ta	port :— unto	ions	ther	eof w	rere			<u> </u>	·
1. Date when the opened for From New Be From Fairhay	ne road public edford t	l or use to Ta Tren	port :— unto iont,	ions on, .	•		· vere	 - - } Jul	y 1,	1840).
1. Date when the opened for From New Be From Fairhay From New Be	ne road public edford t ven to '	l or use to Ta Tren exten	port :— unto iont, asion	ions on, .	•		rere		y 1, y 1,	1840).
1. Date when the opened for From New Be From Fairhay From New Be From Taunto	ne road public edford to edford e	l or use to Ta Trem exten	port:— unto ont, asion eld,	ions on, . to w	harv	· res, .		Jul Jul Au	y 1,	1840).
1. Date when the opened for From New Be From Fairhay From New Be	ne road public edford (edford o edford o n to M ain lin	l or use to Ta Trem exten ansfi e of	port:— unto ont, asion eld,	ions on, . to w	harv	· res, .		Jul Jul Au	y 1, y 1,	1840).
1. Date when the opened for From New Be From Fairhay From Taunto 2. Length of m	ne road public edford (edford o n to M ain lin nsfield,	l or use to Ta Tren exter ansfi e of	port :— unto nont, nsion eld, road	ions on, to w l, fro	harv om N	es, . ew B	: : : : :	Jul Jul Au	y 1, y 1, g., 1	1840). 3.
1. Date when the opened for From New-Be From Fairhay From Taunto 2. Length of me ford to May Length of me In other State.	ne road public edford (ven to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford (n to 1/2 edford	use to Ta Trem exter ansfi e of	port :— unto ont, nsion eld, road	ions on, . to w l, fro in M	harv om N	es, . ew B	Sed-	Jul Jul Au	y 1, y 1, g., 1	1840). 3.
1. Date when the opened for From New-Be From Fairhay From Taunto 2. Length of me ford to May Length of me In other State 3. Length of lin	ne road public edford of to Main linusfield, in lines,	use to Ta Trem exter ansfi e of	port :— unto ont, nsion eld, road	ions on, . to w l, fro in M	harv om N	es, . ew B	Sed-	Jul Jul Au	y 1, y 1, g., 1	1840). 3.
1. Date when the opened for From New-Be From Fairhay From Taunto 2. Length of me ford to May Length of me In other State.	public public dedford to to Main lin nsfield, ain lines,	l or use to Ta Trem exten ansfi e of of r	port imited into the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t	ions on, . to w l, fro in M aid, i	harv m N lassa f ros	es, . ew B	Sed-	Jul Jul Au	y 1, y 1, g., 1	1840 1873 336.	32.56 miles. -

^{*} Length in all cases to be given in miles and decimals.

			•
5.	Branches owned by company,	-	-
	Name and description of each single or double track,—		
	Fairhaven Branch (single track), length,.	15.170 miles.	
	Weir Branch (single track), length,	.606 mile.	
	Acushnet Branch (single track), length,	.353 mile.	
	Taunton Junction to Attleborough (single	0 000 11	
R	track), length,	8.600 miles	24.729 miles.
	Total length of branches owned by company in		Marian IIII
•••	Massachusetts,		All.
8.	Total length of branches owned by company in		
•	other States.		-
	Length of double track on branches, Total length of road belonging to this company,	None.	57.289 miles.
	Aggregate length of sidings and other tracks		01.200 111100.
	not above enumerated,	13.54 miles.	
12.	Same in Massachusetts,	13.54 miles.	
13.	Aggregate length of tracks belonging to this		
14	company, computed as single track,	72.837 miles	
	Same in Massachusetts, Total length of steel rails in tracks belonging	72.837 miles	•
201	to this company,		.828 mile.
	(Weights per yard, 62 lbs.)		
16.	Total length of steel-top rails in tracks belong-		
	ing to this company,		.108 mile.
17	(Weights per yard, Number of spans of bridges of 25 feet and up-		
	wards,	7	•
18.	Number of iron bridges (aggregate length,	•	
	feet,),	None.	
19.	Number of wooden bridges (ag. l'gth, 471 ft.), " 1195.2 ft.),	13 6	
20.	Bridges built within the year,	None.	
	Number of crossings of highways at grade	77	
	Number of crossings of highways over railroad,	5	
23.	Number of crossings of highways under rail-		
94	road,	1 _	_
	Number of highway bridges less than 18 feet	_	
	above track,	5	
2 6.	Number of crossings at which gates or flagmen		
97	are maintained, Number of crossings at which there are neither	24	
æı.	gates nor flagmen,	53	
28.	Number of railroad crossings at grade, specify-	•	
	ing each [Old Colony Railroad at Weir Junc-		
•	tion and Myrick Junction,	2	
zy.	Number of railroad crossings over other rail-	_	_
30.	roads, specifying each,	_	-
٠.,	roads, specifying each,	-	_
[8	ee New Bedford Division of Boston, Clinton &		
	Fitchburg Railroad Company.]		

SOLOMON H. HOWE,
JOSEPH GRINNELL,
GEO. A. TORREY,
H. N. BIGELOW,
GEO. E. TOWNE,
N. H. EMMONS,
CHARLES L. WOOD,
AND'W G. PIERCE,
WM. W. CRAPO,
Directors of the Now Bedford Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK AND BRISTOL, 88. November 16, 1874. Then personally appeared Solomon H. Howe, Geo. A. Torrey, H. N. Bigelow, Geo. E. Towne, N. H. Emmons, Charles L. Wood, And'w G. Pierce, W. W. Crapo, Joseph Grinnell, and severally made oath and affirmation to the truth of the foregoing statement by them subscribed.

H. A. BLOOD,

Justice of the Peace for all the Counties of the Commonwealth.

Name and Residence of Officers.

S. H. Howe, President, Bolton; Lawrence Grinnell, Treasurer, New Bedford; Herbert Ingalls, Cashier, Boston.

Directors.—Joseph Grinnell, Wm. J. Rotch, Wm. W. Crapo, Andrew G. Pierce, —of New Bedford; Harrison Bliss, Worcester; Henry N. Bigelow, Clinton; Wm. Mason, Taunton; Charles L. Wood, New Bedford; Nathaniel Thayer, Lyman Nichols, Geo. A. Torrey, Geo. E. Towne, Nathaniel H. Emmons, — of Boston.

Proper Address for the Company.

NEW BEDFORD RAILROAD COMPANY, 17 U. S. HOTEL BLOCK, BOSTON;
also at New Bedford.

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OF THE

NEWBURYPORT RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[This road is leased to and operated by the Boston & Maine Railroad. See note at end of report.]

Capital Stock, Debts, &c.		
CAPITAL STOCK. 1. Capital stock authorized by charter, 2. Capital stock authorized by votes of company,	\$430,000 00 202,100 00	
3. Capital stock issued (number of shares,), amount paid in,	202,100 00)
4. Capital stock paid in on shares not issued, (number of shares,),	18,240 09	\$ 220,340 02
6. Capital stock paid in per mile of road owned by company,	8,167 10)
7. Capital stock paid in, proportion for Massachusetts,*	220,340 02	
DEBT.	•	•
13. Funded debt as follows,— [The Newburyport Railroad acknowledges no funded or floating debt, or other liability, except a funded debt to Boston & Maine R. R. of \$300,000, without interest, due on expiration of lease of its railroad to said Boston & Maine R. R., Feb. 21, 1960. Debt applied to construction, which has outlawed, \$77,046.31.]		
Cash Realized, &c. 25. Total means applied to construction, EQUIPMENT AND PURCHASE OF PROPERTY, . 26. Proportion of above for Massachusetts,*	597,386 33	\$ 597,386 33
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$197,653 96 176,065 05 86,983 89	:
5. Passenger and freight stations, wood-sheds and water stations	31,701 57	
6. Engine-houses, car-sheds and turn-tables,	- 31,701 37	-
7. Machine shops,8. Interest paid during construction, discount, &c.,	-	-

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

 Engineering, agencies, salaries and other expenses during construction, Total expended for construction, Average cost of construction per mile of road built by company, 	\$104,981 87 22,142 64	\$ 597,386 33
 12. Same per mile of single track built by company, not including sidings, 13. Proportion of cost of construction for Massachusetts,*	22,142 64 597,386 33	
EQUIPMENT. [None.]		
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts,	597,386 33 597,386 33 -	_
their purpose,	-	-

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

Expenditures Charged to Capital Account during the Year. [None.]

Revenue and Expenses for the Year. [Included in report of Boston & Maine R. R. Co.]

Description of Road.	
1. Date when the road or portions thereof were	
opened for public use:—	
From Bradford to Newburyport,	1851.
From Georgetown to Danvers,	1854.
2. Length of main line of road [from Bradford]	
to Newburyport, and from Georgetown to	
Danvers,]	26.979 miles.
Length of main line of road in Massachusetts,	26.979 miles.
5. Branches owned by company,	None.
10. Total length of road belonging to this company,	26.979 miles.
11. Aggregate length of sidings and other tracks	DOIO! O MITICON
not above enumerated	2.401 miles.
12. Same in Massachusetts.	2.401 miles. 2.401 miles.
	2.401 miles.
13. Aggregate length of tracks belonging to this	00 000
company, computed as single track,	29.380 miles.
14. Same in Massachusetts,	All.
[All other items of description, mileage, &c., in-	
cluded in report of Boston & Maine R. R.]	

* Length in all cases to be given in miles and decimals.

NOTE.—This road is leased to the Boston & Maine Railroad, and its doings during the year, and its income and expenditures, are included in the report of that road, its business being so intimately connected, that separate accounts have not been kept.

NATHANIEL G. WHITE,
GEORGE C. LORD,
JOHN FELT OSGOOD,
NATH. J. BRADLEE,
AMOS PAUL,
JAMES R. NICHOLS,
WM. S. STEVENS,
Directors of the Newburyport Railroad Company.

COMMONWEALTH OF MASSACRUSETTS.

SUFFOLK, ss. November 4, 1874. Then personally appeared Nathaniel G. White, George C. Lord, John. Felt Osgood, Nathaniel J. Bradlee, Amos Paul, James R. Nichols, Wm. S. Stevens, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. P. JUDD, Justice of the Peace.

Name and Residence of Officers.

Nathaniel G. White, President, Lawrence; James F. Furber, General Superintendent, Lawrence; Amos Blanchard, Treasurer, Lowell.

Address of all the above officers is at Boston, Mass.

Proper Address for the Company.

NEWBURYPORT RAILROAD COMPANY (Care of Boston & Maine R. R.), BOSTON, MASS.

OF THE

NEWBURYPORT CITY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased to and operated by the Eastern R. R. Co.]

Capital Stock, Debts, &c.		•
CAPITAL STOCK.		
1. Capital stock authorized by charter, 2. Capital stock authorized by votes of company,	\$100,000 00	-
3. Capital stock issued (number of shares, 1,000), amount paid in,	97,000 00	
4. Capital stock paid in on shares not issued	97,000 00	
(number shares,),	-	\$ 97,000 00
6. Capital stock paid in per mile of road owned	46 694 61	V
by company,	46,634 61	
setts," 8. Capital stock, number of shares issued not en-	97,000 00	
titled to dividends,	None.	
9. Par value of shares, \$100; (the average price at which shares were sold, \$100).		
10. Number of stockholders,	32	
11. Amount of stock held in Massachusetts,	97,000 00 32	
Debt.		
13. Funded debt, as follows:—		
Bonds, due 1892, rate of interest, 7 per cent.,	25,000 00	07 000 00
14. Total amount of funded debt,		25,000 00
ment or purchase of property,	None.	
18. Total debt liabilities,	None.	25,000 00
19. Amount of debt liabilities after deducting cash,	•	20,000 00
sinking funds in hands of trustees, and such		
securities and debt balances as do not repre-		
sent permanent investments,	24,205 01	
20. Proportion of same for Massachusetts,"	24,205 01	
21. Proportion of same per mile of road,	11,637 02	
22. Contingent liabilities as guarantor of bonds or	••	
debts of other corporations, specifying same,	None.	_
CASH REALIZED, &C.	•	•
23. Total cash realized from capital and debt in-		
curred for construction, equipment, &c.,		122,000 00

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

 24. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property, 25. Total means applied to construction, equipment and purchase of property, 26. Proportion of above for Massachusetts,* 	- \$122,000 (- \$122,000 00
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails,	\$36,378 (8,660 (33,569)	00 2 7
4. Land, land damages and fences, . 5. Passenger and freight stations, wood-sheds and	30,047	
water stations, 6. Engine-houses, car-sheds and turn-tables, .	6,188	-
7. Machine shops, 8. Interest paid during construction, discount, &c.,	- 1,516 4	·1
9. Engineering, agencies, salaries and other expenses during construction,	4,103	16
10. Fotal expended for construction, 11. Average cost of construction per mile of road		\$120,462 36
built by company, 12. Same per mile of single track built by com-	57,914	•
pany, not including sidings, 13. Proportion of cost of construction for Massa-	54,019	
chusetts,*	120,462	96
EQUIPMENT. [None.]		
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS. [None.]		
32. Whole amount of permanent investments, 33. Proportion for Massachusetts,	120,462 3 120,462	
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY, 35. Amount of sinking and contingent funds and	120,102	121,257 35
their purpose,	-	-
Expenditures Charged to Capital Account during t	he Year.	
4. Land,		\$3,421 53 3,421 53
18. Net addition to capital account for the year,		None. 3,421 53
Revenue for the Year.		
[Operated by the Eastern R. R. Company	·]	
11. Receip as rents for use of road and equipred leased,	nent, when	\$ 6,000 00
12. TOTAL EARNINGS, 18. Income from rent of property other than road	and equip-	6,000 00
ment, specifying same [dwelling-house, net], 20. TOTAL INCOME,		141 50 6,141 50
	l l	•

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

											ī	
1. Percentage of 2. Percentage to									•	5.03		
ment, &c.,	· mes	то а}	Брие				л, с ц	uip-		5.10		
Expense	s of	Oper	ating	the	Road	for	the Y	ear.				
	[Pa	uid by	у Еас	stern	R. R	. Co.]					
1 M 94-4-	CL	ASS 2	.— <i>G</i>	en e ra	l Exp	pense	ð.					A 0.00 0
1. Taxes, State a 2. General salar	ina . ies. c	iocai, office	erne	naes	end.	misc	ellan	eona.	not	em-		\$367 6
braced in (•	•			1	512 7
7. Total expen			٠.	٠.		•	•		•	•		880 3
	N	et Inc	oome,	Divi	dends	, & o.						
1. Total net i	1CO	ME A	BOVE	EXI	ENSE							\$5,261 1
4. Percentage of									•	4.31		- ,
5. Percentage to equipment,			ашв в	·ББт	bu 10	COHE	mucı	ш,	_	4.39	1	
6. Paid for inter	est,	•		•		•				•	1	3,271 2
7. Dividends de					for th	ю уе	ar, an	noun	t, .	•	1_	1,940 (
8. Date of last (•	•	•	•	•	•	8	ept. 19, 187
9. Balance for tl 0. Deficit at con					7001		•	•	•.	•		49 8 792 4
1. Total defic					<i>y</i> 0 aa	• •	•	•	:	•	1	742
2. Paid to sinki		ınds	in ha	nds	of tr	astee	8, .				ł	-
construction, .					Di	٠.						\$107,121
Real estate, .		·	•	•	•	•	•	•	•	•	•	13,340 6
Bills receivable,												600. (
rofit and loss,				·								742 (
Cash,						•						194 9
											•	\$122,000
•					C	. .						•
apital stock,			•		•		•	••	\$ 9	7,000	00	
Bonds,		•	•	•	•	•	•	•	2	5,000	00	
			•						_			\$122, 000 (
:	Descr	iption	n of 1	Road.								
1. Date when t	he r	oad (or po	rtio	as th	ereoí	wer	e				
opened for				3371				١,		109	νο.	
From B. & M 2. Length of m							ė M		эерг	., 187	z.	
Crossing to								" s	2.08	miles	3.	
Length of ma	ain l	ine o	of roa	ad in	ı Mas	sach	usette		80.9	miles	3.	
4. Length of do					a line	,	•	٠,		mile	•	
5. Branches own					to thi	e con	nnanv		None	э.		2.08 miles.
0 Total langth											ì	e.vo miie8.
				,					.180	mile	в.	
11. Aggregate les not above	enu											
 Aggregate les not above Same in Mass 	enu ach	usett	8,	• .	· .	• .	٠.,.	\cdot	.180	mile	э.	
 Aggregate les not above Same in Mass Aggregate le 	enu ach ngth	usett i of t	s, track				o thi			mile		
 10. Total length 11. Aggregate let 12. Same in Mass 13. Aggregate le 14. Company, 14. Same in Mass 	enum ach ngth com	usett 1 of 1 puted	s, track l as s				o thi	. 9	2.41		8.	

[•] Length in all cases to be given in miles and decimals.

15. Total length of steel rails in tracks belonging to this company, 16. Total length of steel-top rails in tracks belonging ing to this company, 21. Number of crossings of highways at grade, 22. Number of crossings of highways under railroad, 23. Number of crossings of highways under railroad, 24. Number of highway bridges 18 feet above track, 25. Number of highway bridges less than 18 feet above track, 26. Number of crossings at which gates or flagmen are maintained, 27. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each [Eastern Railroad], 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each,)
16. Total length of steel-top rails in tracks belonging to this company. 21. Number of crossings of highways at grade, 22. Number of crossings of highways over railroad, 23. Number of crossings of highways under railroad, 24. Number of highway bridges 18 feet above track, 25. Number of highway bridges less than 18 feet above track, 26. Number of crossings at which gates or flagmen are maintained, 27. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each [Eastern Railroad], 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other rail-		None.
ing to this company, 21. Number of crossings of highways at grade, 22. Number of crossings of highways over railroad, 23. Number of crossings of highways under railroad, 24. Number of highway bridges 18 feet above track, 25. Number of highway bridges less than 18 feet above track, 26. Number of crossings at which gates or flagmen are maintained, 27. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each [Eastern Railroad], 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each, 31. Number of railroad crossings under other railroads, specifying each, 32. Number of railroad crossings under other railroads, specifying each,		2.020.
21. Number of crossings of highways at grade, 22. Number of crossings of highways over railroad, 23. Number of crossings of highways under railroad, 24. Number of highway bridges 18 feet above track, 25. Number of highway bridges less than 18 feet above track, 26. Number of crossings at which gates or flagmen are maintained, 27. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each [Eastern Railroad], 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each, 31. Sumber of railroad crossings under other railroads, specifying each, 32. Sumber of railroad crossings under other railroads.		None
22. Number of crossings of highways over railroad, 23. Number of crossings of highways under railroad, 24. Number of highway bridges 18 feet above track, 25. Number of highway bridges less than 18 feet above track, 26. Number of crossings at which gates or flagmen are maintained, 27. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each [Eastern Railroad], 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other rail-		A A
23. Number of crossings of highways under railroad,	20. Number of crossings of highways aver railroad	9
road,	92. Number of crossings of highways over famous,	3
24. Number of highway bridges 18 feet above track, 25. Number of highway bridges less than 18 feet above track, 26. Number of crossings at which gates or flagmen are maintained, 27. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each [Eastern Railroad], 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other rail-		
25. Number of highway bridges less than 18 feet above track, 26. Number of crossings at which gates or flagmen are maintained, 27. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each [Eastern Railroad], 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other rail-		
above track, 26. Number of crossings at which gates or flagmen are maintained, 27. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each [Eastern Railroad], 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other rail-		3
26. Number of crossings at which gates or flagmen are maintained,		
are maintained, 27. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each [Eastern Railroad], 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other railroads.		
27. Number of crossings at which there are neither gates nor flagmen,	26. Number of crossings at which gates or flagmen	
gates nor flagmen,	are maintained,	2
gates nor flagmen,	27. Number of crossings at which there are neither	•
28. Number of railroad crossings at grade, specifying each [Eastern Railroad],		2
ing each [Eastern Railroad],		~
29. Number of railroad crossings over other railroads, specifying each,		1
roads, specifying each,		.
30. Number of railroad crossings under other rail-		
roads, spechymy each,		
	roads, specifying each,	-

Rolling Stock.

[None.]

Mileage, Traffic, &c.

[Included in report of Eastern Railroad.]

WARREN CURRIER, EDWARD F. COFFIN, WILLIAM H. HUSE, RUFUS A. WILLS, H. M. CROSS,

Directors of the Newburyport City Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, 88. October 31, 1874. Then personally appeared Warren Currier, Edward F. Coffin, William H. Huse, Rufus A. Wills and H. M. Cross, and severally made oath to the truth of the foregoing statement by them subscribed.

A. W. GREENLEAF, Justice of the Peace.

Name and Residence of Officers.

Warren Currier, President; Albert W. Greenleaf, Treasurer and Clerk.

Directors.—Warren Currier, William Cushing, Rufus A. Wills, Moses H. Fowler, William H. Huse, Edward F. Coffin, Henry M. Cross.

Proper Address for the Company.

NEWBURYPORT CITY RAILROAD COMPANY, NEWBURYPORT, MASS.

OF THE

NEW HAVEN & NORTHAMPTON COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$ 5,000,000 00
2. Capital stock authorized by votes of company,	2,600,000 00
3. Capital stock issued (number of shares, 24,600);	0.400.000.00
amount paid in,	2,460,000 00
4. Capital stock paid in on shares not issued (num-	None.
ber of shares,),	\$2,460,000 OC
6. Capital stock paid in per mile of road owned	\$2,400,000 O
by company,	24,845 97
7. Capital stock paid in, proportion for Massachu-	21,010 01
setts."	810,275 54
8. Capital stock, number of shares issued not en-	
titled to dividends,	None.
9. Par value of shares, \$100; (the average price	
at which shares were sold,).	
O. Number of stockholders,	341
1. Amount of stock held in Massachusetts,	219,200 00
2. Number of stockholders in Massachusetts, .	52
Debt.	
3. Funded debt as follows:—	
1st mortgage bonds, due 1899, rate of inter-	•
est, 7 per cent.,	1,000,000 00
Convertible bonds, due 1880, rate of interest,	
6 per cent.,	400,000 00
Convertible bonds, due 1882, rate of interest,	
6 per cent.,	500,000 00 "
4. Total amount of funded debt,	1,900,000 00
5. Unfunded debt, incurred for construction, equipment or purchase of property, †	247 000 00
6. Unfunded debt incurred for any other purpose,	347,000 00
and for what,	None.
7. Other debts—current credit balances, &c.,	55,505 40
8. Total debt liabilities,	2,302,505 40
9. Amount of debt liabilities after deducting cash,	
sinking funds in hands of trustees, and such	
securities and debt balances as do not repre-	
sent permanent investments,	2,243,544 45
O. Proportion of same for Massachusetts,*	739,161 70
1. Proportion of same per mile of road,	22,659 77

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

22. Contingent liabilities as guarantor of bonds or	
debts of other corporations, specifying same:	
Bonds of Holyoke & Westfield Railroad,	\$200,000 00
Donas of Morace & Working Manifesta,	400,000 00
CASH REALIZED, &C.	
23. Total cash realized from capital and debt in-	4 00% 00E 04
curred for construction, equipment, &c.,	4,237,985 04
24. Total amount of income which has been ex-	
pended (in addition to funds derived from	
capital and debts) in construction, equip-	
ment and purchase of property,	396,157 44
25. Total means applied to construction,	•
EQUIPMENT AND PURCHASE OF PROPERTY, .	\$ 4,634,142 4 8
26. Proportion of above for Massachusetts,*	1,526,484 88
•	• •
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY	
COMPANY.	_
1. Grading and masonry,	\$ 798,448 07
2. Bridging,	84,747 45
3. Superstructure, including rails,	1,088,350 61
4. Land, land damages and fences,	353,112 23
5. Passenger and freight stations, wood-sheds and	
water stations, \$117,374 89	
Cranes for freight stations, 2,719 84	
Claude for Height stations,	100 004 72
6 Wharf and seel him at New Warren	120,094 73
6. Wharf and coal-bins at New Haven,	119,309 56
7. Machine shops, &c., at New Haven,	213,649 75
8. Interest paid during construction, discount, &c.	244,773 29
9. Engineering, agencies, salaries and other ex-	00 000 00
penses during construction,	80,079 79
10. Total expended for construction,	\$3,102,565 48
11. Average cost of construction per mile of road	
built by company,	31,335 88
12. Same per mile of single track built by company,	•
not including sidings,	31,33 5 88
13. Proportion of cost of construction for Massa-	•
chusetts,*	1,022,178 40
,	• •
EQUIPMENT.	
14. Locomotives (number, 20),	247,214 56
15. Snow-plows on wheels (number, 1),	2,253 56
16. Passenger, mail and baggage cars (number, 28),	83,677 91
17. Freight and other cars (number, 452),	391,120 21
19 Manhingmand tools	55,795 38
[Steam excavator,]	30,730 00
[Westinghouse air-brake,] 6,897 74	14.00% %4
10 77-4-7 6-11 -11	14,897 74
19. Total for equipment,	794,959 36
20. Average cost of equipment per mile of road op-	
erated by company,	7,271 19
21. Proportion for Massachusetts,*	312,224 90
PROPERTY PURCHASED AND ON HAND, NOT IN-	
CLUDED IN THE FOREGOING ACCOUNTS.	
22. Hampshire and Hampden R. R., original cost	
unknown, purchased for	492,311 92
Farmington Valley Railroad, original cost un-	•
known, purchased for,	44,620 08
23. Stock of Holyoke & Westfield road, 200 shares,	,
purchased for,	20,000 00

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

Expended in construction of Holyoke & West-		
field Railroad,	\$179,685 64	
30. Total property purchased.	\$110,000 01	736,617 64
30. Total property purchased, 31. Property in Massachusetts (including propor-	•	
tion of equipment),	1,847,472 06	
32. WHOLE AMOUNT OF PERMANENT INVEST-		
MENTS,	4,634,142 48	
33. Proportion for Massachusetts,	1,526,772 25	
34. Total property and assets of the company,	4,	762,5 05 40
35. Amount of sinking and contingent funds, and		
their purpose,	None.	
Expenditures Charged to Capital Account during th	e Year.	
		6 00 471 15
1. Main line, extension or alteration of road,	fring oooh	\$2 0,471 15
2. Branches, extension or alteration of road, speci	lymg each,	-
 Double track extension, Land [Westfield, Southwick, Simsbury and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Moundary and Mound	nt Carmel	_
\$4,260.00; snow-fences, \$1,109.16],	di Carmor,	5,369 16
5. Passenger and freight stations, wood-sheds a	nd water-	, 0,000 10
5. Passenger and freight stations, wood-sheds a stations [Southington, Simsbury, Mount Carm	el]	28,849 81
6. Engine-houses, car-sheds and turn-tables [impro	vements at	,
Holyoke],		1,600 13
7. New locomotives	No	ne.
[New cranes for freight stations], :		2,719 84
8. New snow-plows [one large wheel plow], .	• • •	2,253 56
9. New passenger cars [air-brakes],	• • •	881 68
10. New mail and baggage cars,	• • •	1,293 43
11. New freight cars,	• • •	7,301 79
12. Machine-shops, machinery and tools,	• • •	216 49
13. Purchase of other roads, specifying what,	what'	-
 Subscriptions or loans to other roads, specifying Any other expenditures charged to capital account 		_
ing same,—	ne, speen,	
Excess cost of steel rails, steel frogs, fish-plates,	and Whar-	
ton switches over cost of iron and chairs tak	en up, new	
turnouts, &c.,		90,381 84
16. TOTAL,		161,338 88
17. Property sold and credited capital account, .	• • •	
18. Net addition to capital account for the year, .		161,338 88
Revenue for the Year.		
1. Receipts from local passengers on roads opera	ted by this	
company,	ا داده دست	164,334 38
2. Receipts from passengers from and to other roads	over roads	•
operated by this company,	on for neal	
3. Receipts from passengers over other roads as toll of cars of this company,	N	ne.
4. Receipts for express,		9,600 00
5. Receipts for mails,		12,929 52
6. Total receipts from passenger department,		186,863 90
7. Receipts from local freight on roads operated b	v this com-	,
pany,	*	440 170 91
8. Receipts from freight from and to other roads	over roads	440,170 21
operated by this company,		
Wharfage, \$4,745.39; hoisting, \$13,141.20;	weighing,	
\$1,162.85,		19,049 44
10. Total receipts from freight department,	•	459,219 65
11. Receipts as rents,	\$1,184 26	
[Buildings and machine shops],	. 2,377 52	2 561 79
		3,561 78

=		
12.	Total earnings,	\$649,645 33
13.	Per mile of road operated,	, ,
14.	Per mile of road operated,—computed as single track, not including sidings, 5,942 06	
15.	Per train mile, 1.626	
	Proportion for Massachusetts,	240 245 200
	TOTAL INCOME, Percentage to capital stock and debt,	649,645 33
	Percentage to means applied to construction,	
	equipment, &c.,	
	Expenses of Operating the Road for the Year.	
CL	ASS 1.—Maintenance of Way and Buildings (charged to operating	
1.	Repairs of road, exclusive of bridges and new rails,*	h
2.	New iron rails, deducting old rails sold (number of miles,	:
	; weight per yard,),* Steel rails, deducting old rails sold (number of miles,	\$102,903 24
v.	; weight per yard, lbs.),]]
	Repairs of bridges,	8,012 99
	Repairs of buildings and fixtures (station),	8,391 57
	Repairs of and additions to machine-shops and machinery, . Repairs of fences, road crossings, and signs,	6,799 22
8.	TOTAL,	126,107 02
	Proportion of same to passenger department,† \$36,473 37	
	Proportion of same to freight department, † . 89,633 65 Of the above total there was expended for other than ordi-	
	nary repairs,	-
	CLASS 2.—General Traffic Expenses.	
1	Taxes, State and local,	27,915 96
	General salaries, office expenses and miscellaneous, not em-	21,010 00
	braced in Classes 3 and 4,	17,628 74
3.	Insurance premiums and losses by fire and damages for fires	Included in other acc'ts.
4.	set by engines,	22,330 97
5.	Repairs of snow-plows,	Incl'd above.
	New locomotives (charged to operating expenses),	None.
	New snow-plows (charged to operating expenses),	None. 2,630 47
9.	Fuel-113 cords of wood, cost \$453.65; 9,099 tons of coal	2,000 11
10	cost \$59,143.86,	59,597 51
	Water [charged expenditure account],	9,938 65
12.	Switchmen, watchmen, flag and signal men,	- 0,500 0
13.	Telegraph expenses,	-
14.	TOTAL, Proportion belonging to passenger department, † \$40,503 79	140,042 29
	Proportion belonging to freight department, † 99,538 50	
	CLASS 3.—Passenger-Train Expenses.	
	Repairs of passenger, mail and baggage cars [estimated] .	9,864 32
	New passenger, mail and baggage cars (charged to operat-	•
3	ing expenses), Damages and gratuities, passenger,	None. 1,204 47
	Salaries, wages and incidentals of passenger department,	43,233 48
	Amount paid other corporations or individuals not operating	
	Amount paid other corporations or individuals not operating roads, for use of passenger cars, and repairs of same,! TOTAL,	54,302 <i>2</i> 7

Including labor and materials in new sidings.
 † Computed on gross receipts from passenger and freight departments.
 † As the Pullman, Wagner or other drawing-room and sleeping-cars.

CLASS 4.—Freight-Train Expenses.	_
1. Repairs of freight cars [estimated],	\$14,796 44
2. Repairs of wharf, &c.,	895 20
3. Damages and gratuities, freight [charged freight account],.	_
4. Salaries, wages and incidentals of freight department, .	115,130 92
5. Paid corporations or individuals not operating roads for use	220,200 02
	5,240 39
of freight cars,	
6. TOTAL,	136,062 95
7. Total expenses for operating the road, embraced in	
Classes 1, 2, 3, 4,	456,514 53
8. Per mile of the road operated,	-
9. Per mile of single track operated, not including	
sidings, 4,175 57	
10. Per train mile,	
11 Drawartian for Vesseshusetts 170 000 00	
11. Proportion for Massachusetts, 179,298 98	
12. Percentage of expenses to income, 70.27	
Net Income, Dividends, &c.	,
Mos Mound, Dividonda, ac.	
1 TOTAL VET INCOME ABOVE OPERATING PERSONS	\$193,130 80
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$120,120,00
2. Amount paid other companies as rent for use of road, speci-	
fying each company, the amount, and basis on which rent	
is computed,—	
[Holyoke & Westfield Railroad rent and bonds],	16,381 32
[\$14,000 interest on \$200,000 7 per cent. bonds, and the	
same amount for operating expenses deducted from the	
same amount for operating expenses deducted from the earnings, and the surplus divided equally with the lessees.]	
3 Vet income above encerting expenses and amount noid for ment	
3. Net income above operating expenses and amount paid for rent	100 040 40
of roads,	176,749 48
4. Percentage of same to capital stock and debt, . 3.75	
5. Percentage to total means applied to construction,	
equipment, &c.,	
6. Paid for interest [on bonds, \$120,760; floating debt,	
\$29,814.01],	150,574 01
7. Dividends declared, 3 per cent. for the year, amount,	
9. Date of lost dividend declared	73,800 00
8. Date of last dividend declared,	Oct. 6, 1873.
9. Balance for the year or deficiency,	47,624 53
10. Surplus at commencement of the year, \$69,004.16; less,	
\$24,980.61,a	44,023 55
11. Total deficit,	3,600 98
12. Paid to sinking funds in hands of trustees,	_
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1 Manual	
1. Total receipts from Passenger Department, as per "Rev-	•
enue for the Year," No. 6,	. \$186,863 90
2. (Total receipts per train mile, \$0.893.)	
3. Expenses, proportion of "Maintenance of Way and Buildings,"	
se non Class 1 No 0	36,473 37
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15,	00,410 01
Class O No. 15	40 500 80
Class 2, NO. 10,	40,503 79
5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	54,302 27
6. Total expenses,	131,279 43
7. (Total expenses per train mile, \$0.627.)	
8. NET EARNINGS,	55,584 47
9. (Net earnings per train mile, \$0.266.)	
. 0-1	
a Interest on Holyoke & Westfield R. R. Co. bonds, charged by mistake to sa	ld Co., \$4,014 84
Kent accruing to Holyoke & Westheld R. R. Co. in 1873, paid in 1874.	1,919 15
Paid for six stolen bonds, 1870	. 8,000 00
Discount on 6 per cent. bonds, sold in 1873 and 1874, Judgment against company for injuries sustained by Morphy, and wife, Judgment against company for injuries sustained by Morphy, and wife, Judgment against company for injuries sustained by Morphy, and wife, Judgment against the company for injuries sustained by Morphy, and wife, Judgment against the company for injuries against the company for injuries sustained by Morphy, and wife, Judgment against the company for injuries sustained by Morphy, and wife, Judgment against the company for injuries sustained by Morphy, and wife, Judgment against the company for injuries sustained by Morphy, and wife, Judgment against the company for injuries sustained by Morphy, and wife, Judgment against the company for injuries sustained by Morphy, and wife, Judgment against the company for injuries sustained by Morphy, and wife, Judgment against the company for injuries sustained by Morphy, and wife, Judgment against the company for injuries sustained by Morphy, and wife, Judgment against the company for injuries sustained by Morphy, and wife, Judgment against the company for injuries sustained by Morphy, and wife, Judgment against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against the company for injuries against t	8,860 00
1872, paid in 1874,	7,187 12
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,

Receipts, Expenses, Net Earnings, &c., of Freight Department.			
1. Total receipts from Freight Department, as per "Revent	10		
for the Year," No. 10,	•	\$459,219	65
3. Expenses, proportion of "Maintenance of Way and Buildings	,"		
as per Class 1, No. 10, 4. Expenses, proportion of "General Traffic Expenses," as p	er	89,633	65
Class 2, No. 16,	. 1	99,538	
 Expenses, "Freight-Train Expenses," as per Class 4, No. 6, TOTAL EXPENSES, 		136,062 325,235	
7 (Total expenses per train mile, \$1.711)		مرسو	10
8. NET EARNINGS,		133,984	55
9. (Net earnings per train mile, \$0.705.)	- 1		
General Balance Sheet at Closing of Accounts, September	30,	1874.	
Dr.			
Cost of road,	7.2.2		
Wharf and fixtures,			
Improvements, New Haven,			
New Hartford extension,			
New water stations,			
Paid on account Holyoke & W. R. R., 179,685	64		
Total cost of road,		13,819,183	13
Freight cars,			
Passenger and baggage cars, 83,677			
Engines and tenders,			
Machinery in shops,			
0.052			
Westinghouse air-brake, 6,897			
Total cost equipment,		794,959	36
	-	<u> </u>	
Total cost of road and equipment,	•	\$4,614,142	
Holyoke & Westfield Railroad stock,	•	20,000	
Joel Hayden and others,	•	29,414	
	•	29,556 65 700	
Income and expenditure account, or deficit,	•	65,790 3,600	
income and expenditure accounty of density .	٠.		
Cr.		\$4,762,505	40
Capital stock,	00		
Seven per cent. bonds, due 1899, 1,000,000	00		
Six per cent. bonds, due 1882, 500,000	00		
Six per cent. bonds, due 1880, 400,000	00	•	
Bills payable,	00		
Coupons unpaid,			
Dividends unpaid, 2,939			
The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	40		

33,091 40

Balance bank and other accounts, .

	Description of Road.		
_	• • • • • • • • • • • • • • • • • • •		
1.	Date when the road or portions thereof were		
	opened for public use:—	T 1040	
	From New Haven to Plainville, Conn.,	Jan., 1848.	
	From Plainville to Granby, Conn.,	Feb., 1850.	•
	From Granby to Northampton,	1857.	
_	From Northamptou to Williamsburg,	Feb., 1868.	
2.	Length of main line of road from New Haven	00.00 11	
	to Williamsburg,*	83.88 miles.	
	Length of main line of road in Massachusetts,	32.62 miles.	
_	In other States [Connecticut],	51.26 miles.	
3.	Length of line with track laid, if road is not		
	completed,	None.	
	Length of double track on main line,	None.	•
5.	Branches owned by company,	-	-
	Name and description of each, single or double		
	track,—		
	Farmington to New Hartford (single track),		
	length,	14.09 miles.	
	Simsbury to Tariffville (single track), length, .	1.04 miles.	
6.	Total length of branches owned by company, .		15.13 miles.
	Total length of branches owned by company in		
	Massachusetts,	None.	
8.	Total length of branches owned by company in		
	other States [Conn.],		15.13 miles.
9.	Length of double track on branches,	None.	
	Total length of road belonging to this company,		99.01 miles.
	Aggregate length of sidings and other tracks		
	not above enumerated	22 miles.	
12	Same in Massachusetts,	10 miles.	
	Aggregate length of tracks belonging to this	To milios.	
10.	company computed as single track,	121.01 miles.	
14	Same in Massachusetts,	42.62 miles.	
	Total length of steel rails in tracks belonging	TOO HILLON	
10.	to this company,	29.5 miles.	
	(Weights per yard, 60 lbs.)	worn mires.	
16	Total length of steel-top rails in tracks belong-		
10.		None.	
	ing to this company,	моне.	
12	(Weights per yard, lbs.)		
17.	Number of spans of bridges of 25 feet and up-	10	
10	Wards,	19	
18.	Number of iron bridges (aggregate length, feet,		
••	N 100),	1	
19.	Number of wooden bridges (ag. length, feet	10	
	1,990),	18	

BRIDGES BUILT WITHIN THE YEAR.

Location.	Kind.	Material.	Length.	When built
Mill River, North-	Keystone,	Iron,	100 feet, .	. August, 1874.
21. Number of cro 22. Number of cro 23. Number of cro 23. road, . 24. Number of hig		-	: <i>a</i>	

^{*} Length in all cases to be given in miles and decimals.

25. Number of highway bridges less than 18 feet above track, 26. Number of crossings at which gates or flagmen are maintained, 27. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each, [Hartford, Providence & Fishkill at Plainville; Connecticut Western at Simsbury and New Hartford; Boston & Albany at Westfield.] 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each,	12 3 134 4 None.
ATED BY THIS COMPANY UNDER LEASE OR CONTRACT. 31. Name, description and length of each,— [Holyoke & Westfield Railroad], length,*. 32. Total length of above roads, 33. Total length of above roads in Massachusetts, 34. Total length of above roads in other States, specifying each, 35. Total miles of road operated by this company, 36. Total miles of road operated by this company in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's sta- tions, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly by railroad and telegraph company,	10.32 miles. 10.32 miles. None. 109.33 42.94 24 10 98 None. 14 None. None.

• Lengths to be given in miles and decimals.

Rolling Stock.

,			
•	Total number.	Value.	Per mile road eperated.
 Locomotives (average weight of engines in working order, 20 tons),	20	\$247,21 4 56	.183
(Average joint weight of engines and tenders, 106,900 lbs.), 3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, ft.	J		

Rolling Stock—Continued.

	Total number.	Value.	Per mile road	operated.
4. Total length of heaviest engine and tender over all, 51 ft. 6 in.				
5. Snow-plows (average weight, 250 lbs.), [Also, 1 large snow-plow.]	12	-	.1	110
6. Passenger cars (average weight, 39,100 lbs.), . Passenger cars (maximum weight, lbs.)	17	-	1.	155
7. Mail and baggage cars (av. weight, 33,900 lbs.)	11	-		101
8. 8-wheel box freight cars (av. weight, 19,600 lbs.), 9. 4-wheel box freight cars (av. weight, [Caboose,	105	_		960
5 4-wheel, 1 8-wheel]),	300	_		055 744
10. 8-wheel platform cars (av. weight, lbs.), 11. 4-wheel platform cars (av. weight,),	300	-	2.4	/ 44
12. Other cars (coal, gravel, &c.), and derrick,	41	-	ه.	375
13. Total value,		-		
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	428	_	١.	_
15. Number of locomotives equipped with train brakes,	10	_	١.	_
(Kind of brake, Westinghouse air.) 16. Number of cars equipped with train brakes.	28	_	١.	-
(Kind of brake, Westinghouse air.) 17. Number of passenger cars with Miller platform and buffer,	17	_	-	_
Mileage, Traffic, &c.		<u> </u>		
1. Miles run by passenger trains,		209,331	•	
2. Rate of speed of express passenger trains, including stops,	27 mi	iles per he	our.	
3. Rate of speed of accommodation trains, including stops,		iles per he		
4. Miles run by freight trains,5. Rate of speed of express freight trains, includ-		166,315		
ing stops,	16 m	16 miles per hour.		
including stops, 7. Miles run by other trains, and for what pur-	12 m	iles per h	our.	
pose [gravel and switching],	ł	23,754	000	400
	1		399,4	400
8. Total train miles run,	1	മ്പൗ		
9. Number of through passengers (whole length of road),		803 372,125		
 Number of through passengers (whole length of road), Number of local passengers (over part of road), 		903 372,125	37 2.9	928
Number of through passengers (whole length of road), . Number of local passengers (over part of road), Total number of passengers carried,		372,125	37 2,9 5,5 2 8,1	
 Number of through passengers (whole length of road), Number of local passengers (over part of road), Total number of passengers carried, Total passenger mileage, or passengers carried one mile, Passenger mileage to and from other roads, 	1	372,125		
9. Number of through passengers (whole length of road), 10. Number of local passengers (over part of road), 11. Total number of passengers carried, 12. Total passenger mileage, or passengers carried one mile, 13. Passenger mileage to and from other roads, 14. Number of tons carried,	1	372,125	5,528,1	193
 Number of through passengers (whole length of road), Number of local passengers (over part of road), Total number of passengers carried, Total passenger mileage, or passengers carried one mile, Passenger mileage to and from other roads, Number of tons carried, Total freight mileage, or tons carried one mile, 	}	372,125 .,265,720 277,874		193
9. Number of through passengers (whole length of road), 10. Number of local passengers (over part of road), 11. Total number of passengers carried, 12. Total passenger mileage, or passengers carried one mile, 13. Passenger mileage to and from other roads, 14. Number of tons carried,	}	372,125 .,265,720 277,874 5,517,081	5,528,1	193

25. Number of highway bridges less than 18 feet above track, 26. Number of crossings at which gates or flagmen are maintained, 27. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each, [Hartford, Providence & Fishkill at Plainville; Connecticut Western at Simsbury and New Hartford; Boston & Albany at Westfield.] 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each, 31. Number of railroad crossings under other railroads, specifying each, 32. Total segretion and length of each,— [Holyoke & Westfield Railroad], length, 32. Total length of above roads in Massachusetts, 33. Total length of above roads in other States, specifying each, 34. Total length of above roads in other States, specifying each, 35. Total miles of road operated by this company, in Massachusetts, 36. Total miles of road operated by this company, in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph offices in company's stations, 41. Number of telegraph stations operated by this company, 42. Number of telegraph stations operated by this company,	12 3 134 4 None. None. 10.32 miles. 10.32 miles 10.32 miles 10.32 miles None. 109.33 42.94 24 10 98 None. 14 None.
43. Number of telegraph stations operated jointly by railroad and telegraph company,	None.

• Lengths to be given in miles and decimals.

Rolling Stock.

•	Total number.	Value.	Per mile road operated.
 Locomotives (average weight of engines in working order, 20 tons),	20	\$247,214 56	.183
Tenders (maximum weight of tenders full of fuel and water, lbs.), (Average joint weight of engines and tenders, 106,900 lbs.), 3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, ft.	} -	-	.183

Rolling Stock-Continued.

	Total number.	Value.	Per mile road operated.
4. Total length of heaviest engine and tend	ler		
over all, 51 ft. 6 in. 5. Snow-plows (average weight, 250 lbs.),	. 12	-	.110
[Also, 1 large snow-plow.] 6. Passenger cars (average weight, 39,100 lbs.),		-	.155
Passenger cars (maximum weight, 1bs. 7. Mail and baggage cars (av. weight, 33,900 lb 8. 8-wheel box freight cars (av. weight, 19,600 lb)	8.) 11	-	.101 .960
9. 4-wheel box freight cars (av. weight, IS,000 to 5 4-wheel, 1 8-wheel]),		_	.055
10. 8-wheel platform cars (av. weight,		_	2.744
11. 4-wheel platform cars (av. weight,), -	-	-
12. Other cars (coal, gravel, &c.), and derrick,	. 41	-	.375
13. Total value,		-	
 Total freight cars, including coal, &c., on a ba of 8 wheels, 	. 428	-	-
15. Number of locomotives equipped with tra	. 10	-	_
(Kind of brake, Westinghouse air.) 16. Number of cars equipped with train brakes,	. 28	_	-
(Kind of brake, Westinghouse air.) 17. Number of passenger cars with Miller platfor and buffer,	rm . 17	-	_
Mileage, Traffic, &c.		!	<u></u> _
1. Miles run by passenger trains,		209,331	•
2. Rate of speed of express passenger trains, cluding stops,		les per h	ORP.
3. Rate of speed of accommodation trains, incluing stops,	1d-	les per h	
4. Miles run by freight trains, 5. Rate of speed of express freight trains, including	.1	166,315	
ing stops,	. 16 mi	les per h	our.
including stops, 7. Miles run by other trains, and for what p	. 12 mi	les per h	our.
pose [gravel and switching],		23,754	
8. Total train miles run,	rth	A	399,400
of road),	av l	803 370 195	
 Number of local passengers (over part of road Total number of passengers carried, 	".	372,125	372,925
12. Total passenger mileage, or passengers carrione mile,	ied		5,528,193
13. Passenger mileage to and from other roads,	. 1	,265,720	-, ,
		277,874	10 770 110
14. Number of tons carried,			12,779,119
 Number of tons carried, Total freight mileage, or tons carried one m 		.517.081	
14. Number of tons carried,	ce, 8 cen	,517,081 ts.	

 Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company, Average rate of fare per mile received from passengers to and from other roads,* Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each tickets; a 50 passage ticket sold at 2½ cents per mile.] Average rate of fare per mile for all passengers, Highest rate of freight per ton per mile, for any distance, Lowest rate of freight per ton per mile for any distance, Average rate of freight per ton per mile on roads operated by this company, Average rate of freight per ton per mile to and from other roads,* Average number of cars in passenger trains, including baggage cars, Average number of cars in freight trains (basis of 8 wheels). Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight, Number of persons regularly employed by company, including officials, 	2.97 cents. 2.97 cents. 2.97 cents. 2.0 cents. 2.10 cents. 3.11 cents. 3.12 cents. 4.11 cents.
Classification of Business. Passengers. 1. Passengers from other States, †	15,801
 Passengers going to other States, Passengers travelling only within this State, Total season-ticket passengers (round trip), 	17,109 152,756 None.

After deducting all allowances for tolls, or use of cars, &c.
 † If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.
 ‡ Apply only to the roads crossing the State line.

	FREIGHT.	IN	TON	S.
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	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal	52,260	2	86	l -	_
2. Bituminous coal	<u>'-</u>	-	1 1	- 1	-
3. Petroleum.	_	18	14	-	-
4. Railroad iron, including steel	Ì		l		
and steel-capped rails,	-	-	20	(-	-
5. Castings and other iron, .	27,749	1,189	552	-	-
6. Other metals,	1	6	1	- 1	-
7. Iron and other ores,	192	. 6	2	- 1	-
8. Stone and brick,	438	826	1,818 1,051	-	-
9. Lime, coment and sand,	1,082	186	1,061	-	-
10. Lumber,	1,640	11,180	3,288	- 1	-
11. Ice,	222	14,288	0.004	-	-
12. Live stock,	222	12,487	2,024	- 1	-
13. Dressed carcasses, smoked and salted meats,		1,908	954		
14. Flour.	1 95	7,004	1,588	- 1	-
15. Grain,	120	17,779	8,808		-
16. Other agricultural products,	iii	675	774		_
17. Manufactures not included	***	0.0		_	_
sbove.*	6,496	7,585	6,921	!	_
18. Merchandise, •	15,971	51	8,526] -	
19. Other articles.	62	102	2,968	-	_
20. Total tons carried	106,888	74,682	27,655	-	-

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

List of Accidents in Massachusetts.

		FROM CAUSES BEYOND FROM THEIR OWN MI DUCT OR CARELESSE			FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, Employés, . Others, .	:	 - 2	-	- 1 1	-	1 3	

Statement of each Accident.

November 20, 1873.—Michael Brown, 30 years old, while intoxicated, fell, in jumping from a moving train at Westfield, sustaining injuries from which he died same day.

July 8, 1874.—Wm. Harris, aged 75, and Lizzie Martin, aged 17, riding in a carriage, their horse became frightened, and ran directly in front of a passenger train at Easthampton, injuring them fatally: Miss Martin dying same day, and Mr. Harris two days after.

September 22.—James Keegan, 50 years old, a section hand, was killed at Southwick, stepping from one track to avoid a train directly in front of another.

CHAS. N. YEAMANS, President, H. M. WELCH, S. D. PARDEE, A. L. KIDSTON, M. G. ELLIOTT, GEO. J. BRUSH, DANIEL TROWBRIDGE,

Directors of the New Haven & Northampton Company.

[†] Apply only to the roads terminating in Boston.

COMMONWEALTH OF CONNECTICUT.

New Haven, ss. November 4, 1874. Then personally appeared C. N. Yesmans, H. M. Welch, S. D. Pardee, A. L. Kidston, M. G. Elliott, Geo. J. Brush and Daniel Trowbridge, and severally made oath to the truth of the foregoing statement by them subscribed.

GEO. A. BUTLER, Notary-Public.

Name and Residence of Officers.

Chas. N. Yeamans, President, Westfield; Stephen D. Pardee, Treasurer, New Haven, Conn.; Edw. A. Ray, Secretary, New Haven, Conn.

Directors.—Chas. N. Yeamans, Westfield; Stephen D. Pardee, A. L. Kidston, H. M. Welch, M. G. Elliott,—New Haven; W. W. Phelps, New York City (26 Exchange Place); Geo. St. J. Sheffield, New York City (33 Wall Street); Geo. J. Brush, Daniel Trowbridge,—New Haven, Conn.

Proper Address for the Company.

NEW HAVEN & NORTHAMPTON COMPANY, 271 CHAPEL STREET, NEW HAVEN, CONN.

OF THE

NEW LONDON NORTHERN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[This road is leased to J. Gregory Smith and others, and is operated by them.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$2,000,000	
2. Capital stock authorized by votes of company,	1,500,000	00
3. Capital stock issued (number of shares, 15,000), amount paid in,	1,500,000	00
4. Capital stock paid in on shares not issued, (number shares,),	, <u>,</u>	_
5. Capital stock, total amount paid in,		\$1,500,000 00
6. Capital stock paid in per mile of road owned		42,000,000 00
by company,	15,000	00
7. Capital stock paid in, proportion for Massa-	20,000	••
chusetts,*	660,000	00
8. Capital stock, number of shares issued not	••••	
entitled to dividends,	_	-
9. Par value of shares, \$100; (the average price		
at which shares were sold, \$100).		
10. Number of stockholders,	273	•
11. Amount of stock held in Massachusetts,	197,500	00
12. Number of stockholders in Massachusetts, .	25	
Debt.		
 Funded debt, as follows:— 1st mortgage bonds, due 1885, rate of inter- 		
est, 6 per cent.,	300,000	00-
2d mortgage bonds, due 1892, rate of inter-	200,000	00
est, 7 per cent.,	156,500	00
14. Total amount of funded debt,	100,000	456,500 00
15. Unfunded debt, incurred for construction,		200,000 00
equipment or purchase of property,	115,000	00
16. Unfunded debt incurred for any other purpose,	110,000	
and for what,	_	
	1,258	10
17. Uther dedis—current credit dailances, ecc.,		572,758 10
17. Other debts—current credit balances, &c., 18. Total debt liabilities.	·	
18. Total debt liabilities,		012,100 10
18. Total debt liabilities, 19. Amount of debt liabilities after deducting cash,		012,100 10
18. Total debt liabilities,		
 18. Total debt liabilities, 19. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such 	465,948	
 Total debt liabilities, Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debit balances as do not repre- 	465,948 205,017	3 36

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.
† This item is not to include balance due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent

mvestments.

22. Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same, [Ware River Railroad Company 1st mortgage bonds.]	\$3, 000	00
CASH REALIZED, &c. 23. Total cash realized from capital, and debt incurred for construction, equipment, &c., . 24. Total amount of income which has been expended (in addition to funds derived from	2,071,500	00
capital and debt) in construction, equipment and purchase of property. 25. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY, 26. Proportion of above for Massachusetts,*	-	\$ 2,035,665 56
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		\$1 772 OOO O.C
10. Total expended for construction,a		\$1,773,222 96
EQUIPMENT. 19. Total for equipment,		187,443 60
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 26. Steamboat property, nominal amount, purchased for 30. Total property purchased, 31. Property in Massachusetts (including propor-	75,000	00 75,000 60
tion of equipment,) 32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, 33. Proportion for Massachusetts, 34. TOTAL PROPERTY AND ASSETS OF THE COMPANY, 35. Amount of sinking and contingent funds, and their purpose,	2,035,666 896,692 -	
Expenditures Charged to Capital Account during th	e Year.	
 Main line, extension or alteration of road, Land, . Passenger and freight stations, wood-sheds and 	water sta-	\$17,218 63 12,595 00
tions, 6. Engine-houses, car-sheds and turn-tables, 15. Any other expenditures charged to capital accou	int, specify-	35,923 04
ing same: New wharf at New London, 16. TOTAL, 17. Property sold and credited capital account,	: : :	56,360 63 122,097 30
18. Net addition to capital account for the year,	: : :	122,097 30
Revenue for the Year, from Lesses' Books.		
		ı
 Receipts from local passengers on roads operate company, Receipts from passengers from and to other roads 		\$114,489 48

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.
a The items of construction appear only in the accounts of the New London, Willimantic & Palmer Railroad Company. See Returns, 1871, page 193.

4. Receipts for express,	\$8,719 08
5. Receipts for mails,	8,250 00
6. Total receipts from passenger department, 7. Receipts from local freight on roads operated by this com-	201,881 50
pany,	107,094 51
8. Receipts from freight from and to other roads over roads	174 669 07
operated by this company,	174,662 97
engine and cars of this company,	_
10. Total receipts from freight department [steamer's earnings not	
included],	281,757 48
11. Receipts as rents for use of road and equipment, when leased,	16,572 21
12. TOTAL EARNINGS,	500,211 19
13. Per mile of road operated,	
track, not including sidings, 5,002 11 15. Per train mile, 1.232	
16. Proportion for Massachusetts, 220,092 92	
17. Income from other roads,	_
18. Income from rent of property other than road and equip-	_
ment, specifying same,	3,044 47
19. Income from all other sources (including accretions from	0,011 11
sinking funds, investments in stocks, bonds, steamboat	
property, transportation lines, &c., specifying same),	_
20. Total income,	503,255 66
21. Percentage to capital stock and debt,	000,000 00
22. Percentage to means applied to construction, equip-	
ment, &c.,	
Expenses of Operating the Road for the Year, from Lessee's Books.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
expenses).)
expenses). 1. Repairs of road, exclusive of bridges and new rails,*	\$119.124 66
expenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles,	\$119,124 66
expenses). 1. Repairs of road, exclusive of bridges and new rails,*	\$119,124 66
copenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard).	\$119,124 66
copenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard).	4,896 07
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, , weight per yard,).* 3. Steel rails, deducting old rails sold, (number of miles, ,) .
copenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges,	4,898 07 8,348 41 1,650 73
2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, 5. Repairs of buildings and fixtures (station), 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs,	4,898 07 8,348 41
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, . 5. Repairs of buildings and fixtures (station), 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, . 8. Total.	4,898 07 8,348 41 1,650 73
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, , weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, , weight per yard), 4. Repairs of bridges, 5. Repairs of buildings and fixtures (station), 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. Total, 9. Proportion of same to passenger department, † \$58,632 64	4,898 07 8,348 41 1,650 73 6,441 87
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, 5. Repairs of buildings and fixtures (station), 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. Total, 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, † \$81,631 10	4,898 07 8,348 41 1,650 73 6,441 87
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,)* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, 5. Repairs of buildings and fixtures (station), 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. Total, 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, † \$1,831 10 11. Of the above total there was expended for other than ordi-	4,898 07 8,348 41 1,650 73 6,441 87
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, 5. Repairs of buildings and fixtures (station), 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. Total, 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, † \$81,631 10	4,898 07 8,348 41 1,650 73 6,441 87
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, , weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, , weight per yard), 4. Repairs of bridges, . 5. Repairs of buildings and fixtures (station), . 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, . 8. TOTAL, 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, †	4,898 07 8,348 41 1,650 73 6,441 87
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, , weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, , weight per yard), 4. Repairs of bridges, 5. Repairs of buildings and fixtures (station), 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. TOTAL, 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, † \$1,831 10 11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses.	4,896 07 8,348 41 1,650 73 6,441 87 140,463 74
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,)* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, 5. Repairs of buildings and fixtures (station), 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. Total, 9. Proportion of same to passenger department, † 858,632 64 10. Proportion of same to freight department, † 81,631 10 11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local,	4,898 07 8,348 41 1,650 73 6,441 87
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, . 5. Repairs of buildings and fixtures (station), 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, . 8. Total, 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, † 81,831 10 11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not em-	4,896 07 8,348 41 1,650 73 6,441 87 140,463 74
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, 5. Repairs of buildings and fixtures (station), 6. Repairs of fences, road crossings and signs, 7. Repairs of fences, road crossings and signs, 8. TOTAL, 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, † \$1,831 10 11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	4,896 07 8,348 41 1,650 73 6,441 87 140,463 74
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, 5. Repairs of buildings and fixtures (station), 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. Total, 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, † \$1,631 10 11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires	4,896 07 8,348 41 1,650 73 6,441 87 140,463 74 21,836 07 15,038 68
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, 5. Repairs of buildings and fixtures (station), 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. Total, 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, † \$1,631 10 11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines,	4,898 07 8,348 41 1,650 73 6,441 87 140,463 74 21,835 07 15,038 68 3,470 34
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, . 5. Repairs of bridges, . 6. Repairs of buildings and fixtures (station), . 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, . 8. Total, . 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, †	4,896 07 8,348 41 1,650 73 6,441 87 140,463 74 21,836 07 15,038 68
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, . 5. Repairs of buildings and fixtures (station), . 6. Repairs of fences, road crossings and signs, . 7. TOTAL, 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, † \$1,831 10 11. Of the above total there was expended for other than ordinary repairs, . CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, . 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, . 3. Insurance premiums and losses by fire and damages for fires set by engines, . 4. Repairs of locomotives, . 5. Repairs of snow-plows, .	4,898 07 8,348 41 1,650 73 6,441 87 140,463 74 21,835 07 15,038 68 3,470 34
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, 5. Repairs of buildings and fixtures (station), 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. TOTAL, 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, † \$1,631 10 11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses),	4,898 07 8,348 41 1,650 73 6,441 87 140,463 74 21,835 07 15,038 68 3,470 34
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, 5. Repairs of buildings and fixtures (station), 6. Repairs of fences, road crossings and signs, 7. Total, 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, † \$1,631 10 11. Of the above total there was expended for other than ordinary repairs, CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses),	4,898 07 8,348 41 1,650 73 6,441 87 140,463 74 21,835 07 15,038 68 3,470 34
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, . 5. Repairs of buildings and fixtures (station), . 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, . 7. Total, . 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, † . 81,831 10 11. Of the above total there was expended for other than ordinary repairs, . CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, . 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, . 4. Repairs of locomotives, . 5. Repairs of snow-plows, . 6. New locomotives (charged to operating expenses), . 7. New snow-plows (charged to operating expenses), . 8. Removing ice and snow, .	4,898 07 8,348 41 1,650 73 6,441 87 140,463 74 21,835 07 15,038 68 3,470 34
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, . 5. Repairs of buildings and fixtures (station), 6. Repairs of fences, road crossings and signs, . 7. TOTAL, 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, † \$1,831 10 11. Of the above total there was expended for other than ordinary repairs, . CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, . 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, . 3. Insurance premiums and losses by fire and damages for fires set by engines, . 4. Repairs of locomotives, . 5. Repairs of snow-plows, . 6. New locomotives (charged to operating expenses), . 7. New snow-plows (charged to operating expenses), . 8. Removing ice and snow, . 9. Fuel— cords of wood, cost \$44,875.18; tons of	4,896 07 8,348 41 1,650 73 6,441 87 140,463 74 21,835 07 15,038 68 3,470 34 21,004 61
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold, (number of miles, weight per yard,),* 3. Steel rails, deducting old rails sold, (number of miles, weight per yard), 4. Repairs of bridges, . 5. Repairs of buildings and fixtures (station), . 6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, . 7. Total, . 9. Proportion of same to passenger department, † \$58,632 64 10. Proportion of same to freight department, † . 81,831 10 11. Of the above total there was expended for other than ordinary repairs, . CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, . 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, . 4. Repairs of locomotives, . 5. Repairs of snow-plows, . 6. New locomotives (charged to operating expenses), . 7. New snow-plows (charged to operating expenses), . 8. Removing ice and snow, .	4,898 07 8,348 41 1,650 73 6,441 87 140,463 74 21,835 07 15,038 68 3,470 34

Including labor and materials in new sidings.
 Computed on grose receipte from passenger and freight departments.

11 00 3	67 150 07
11. Oil and waste,	\$7,159 07
12. Switchmen, watchmen, flag and signal men,	4,320_40
13. Telegraph expenses,	146,054 41
15. Proportion belonging to passenger department, \$60,966 31	210,001 12
16. Proportion belonging to freight department, 85,068 10	
CLASS 3.—Passenger-Train Expenses.	
1. Repairs of passenger, mail and baggage cars,	6,487 88
2. New passenger, mail and baggage cars (charged to operat-	
ing expenses),	-
3. Damages and gratuities, passenger,	36,058 54
 Salaries, wages and incidentals of passenger department, Amount paid other corporations or individuals not operating 	50,000 04
roads, for use of passenger cars, and repairs of same, † .	_
6. TOTAL,	42,546 42
	,
CLASS 4.—Freight-Train Rapenses.	
1. Repairs of freight cars,	16,282 84
2. New freight cars charged to operating expenses,	
3. Damages and gratuities, freight,	732 24
4. Salaries, wages and incidentals of freight department,	56,357 57
5. Paid corporations or individuals not operating roads for use of freight cars,	_
6. Total,	73,379 65
7. TOTAL EXPENSES OF OPERATING THE BOAD, EMBRACED IN	10,014 00
CLASSES 1, 2, 3, 4,	402,437 22
8. Per mile of the road operated, \$4,094 37	,
9. Per mile of single track operated, not includ-	
ing sidings, 4,094 37	
10. Per train mile,	
11. Proportion for Massachusetts, 177,072 28	
11. Proportion for Massachusetts, 177,072 28 12. Percentage of expenses to income, 79.97	
11. Proportion for Massachusetts,	
11. Proportion for Massachusetts,	A 100 010 44
11. Proportion for Massachusetts,	\$100,818 44
11. Proportion for Massachusetts,	\$100,818 44
11. Proportion for Massachusetts,	\$100,818 44
11. Proportion for Massachusetts,	\$ 100,818 44
11. Proportion for Massachusetts,	
11. Proportion for Massachusetts,	\$100,818 44 171,262 50
11. Proportion for Massachusetts,	171,262 50
11. Proportion for Massachusetts,	171,262 50 4,942 65
11. Proportion for Massachusetts,	171,262 50
11. Proportion for Massachusetts,	171,262 50 4,942 65
11. Proportion for Massachusetts,	171,262 50 4,942 65
11. Proportion for Massachusetts,	171,262 50 4,942 65 166,319 85 12,399 49
11. Proportion for Massachusetts,	171,262 50 4,942 65 166,319 85 12,399 49 115,728 00
11. Proportion for Massachusetts,	171,262 50 4,942 65 166,319 85 12,399 49 115,728 00
11. Proportion for Massachusetts,	171,262 50 4,942 65 166,319 85 12,399 49 115,728 00 July 1, 1874. 38,192 36
11. Proportion for Massachusetts,	171,262 50 4,942 65 166,319 85 12,399 49 115,728 00 July 1, 1874. 38,192 36 31,524 84
11. Proportion for Massachusetts,	171,262 50 4,942 65 166,319 85 12,399 49 115,728 00 July 1, 1874. 38,192 36
11. Proportion for Massachusetts,	171,262 50 4,942 65 166,319 85 12,399 49 115,728 00 July 1, 1874. 38,192 36 31,524 84
11. Proportion for Massachusetts, 177,072 28 12. Percentage of expenses to income, 79.97 Ret Income, Dividends, &c. 1. Total Net income above operating expenses accruing to lessees, 1.762 for New London Northern R. R. Co.:— Rent received from lessees, 1.762 50 Norwich & Worcester account, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18,000 00 Total income, 18	171,262 50 4,942 65 166,319 85 12,399 49 115,728 00 July 1, 1874. 38,192 36 31,524 84
11. Proportion for Massachusetts,	171,262 50 4,942 65 166,319 85 12,399 49 115,728 00 July 1, 1874. 38,192 36 31,524 84
11. Proportion for Massachusetts,	171,262 50 4,942 65 166,319 85 12,399 49 115,728 00 July 1, 1874. 38,192 36 31,524 84
11. Proportion for Massachusetts,	171,262 50 4,942 65 166,319 85 12,399 49 115,728 00 July 1, 1874. 38,192 36 31,524 84 69,717 20
11. Proportion for Massachusetts,	171,262 50 4,942 65 166,319 85 12,399 49 115,728 00 July 1, 1874. 38,192 36 31,524 84

Computed on gross receipts from passenger and freight departments.
 As the Pullman, Wagner or other drawing-room and sleeping-cars.

3. Expenses, proportion of "Maintenance of Way and Buildings,"	
as per Class 1, No. 9,	\$58,632 64
Class 2, No. 15,	60,966 31
5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	42,546 42
6. TOTAL EXPENSES,	162,145 37
7. (Total expenses per train mile, \$0.734.) 8. NET EARNINGS,	39,736 13
9. (Net earnings per train mile, \$0.180.)	00,700 10
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
[As per lessees' books.] 1. TOTAL RECEIPTS from Freight Department, as per "Revenue"	
for the Year." No. 10.	\$281,757 48
0 (Total receipts per train mile \$1.59)	• /
3. Expenses, proportion of "Maintenance of Way and Buildings,"	01 001 10
4 Expanses proportion of "General Traffic Economes" as per	81,831 10
as per Class 1, No. 10, Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10, Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	85,088 10
5. Expenses, "Freight-Train Expenses," as per Class 4, No. 6, .	73,372 65
6. Total expenses,	24 0,291 85
7. (Total expenses per train mile, \$1.298.)	44 405 04
8. NET EARNINGS,	41,465 63
s. (Net earnings per train inne, 40.224.)	
Dr.	•
Construction account	\$1.716.072 9
Construction account,	\$1,716,072 9: 12,726 00
Holt property, &c.,	12,726 00
Nolt property, &c.,	12,726 00 6,929 71
Not property, &c.,	12,726 00 6,929 71 299,936 94
Voodland,	12,726 00 6,929 77 299,936 94 95,131 00
Not property, &c.,	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74
Yoodland,	12,726 00 6,929 77 299,936 94 95,131 00
Voodland,	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74
Voodland,	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74
Voodland,	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74
Voodland,	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74
CR. Sapital stock,	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74
Cr. Sapital stock,	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74
Cr. Capital stock,	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74
Cr. Sapital stock,	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74 \$2,142,475 30
Cr. Capital stock,	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74
Cr. Capital stock,	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74 \$2,142,475 30
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CR. Capital stock,	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74 \$2,142,475 30
Cr. Capital stock,	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74 \$2,142,475 30
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Cr. Cash,	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74 \$2,142,475 30
CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR. CR.	12,726 00 6,929 77 299,936 94 95,131 00 11,678 74 \$2,142,475 30

Lengths in all cases to be given in miles and decimals.
 40

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4.	Length of double track on main line	-	_
	Branches owned by company,	None.	
	Total length of road belonging to this com-		
	pany,	1	00 miles.
11.	Aggregate length of sidings and other tracks		
	not above enumerated,	12.07 miles.	
	Same in Massachusetts,	2.75 miles.	
13.	Aggregate length of tracks belonging to this		
	company, computed as single track,	112.07 miles.	
	Same in Massachusetts,	46.75 miles.	
17.	Number of spans of bridges of 25 feet and up-	200	
10	Wards,	39	3
	Number of iron bridges (ag. length, ft.,	-	3
19.	Number of wooden bridges (aggregate length, feet, 9,151).	99	
90	Bridges built within the year.	None.	
	Number of crossings of highways at grade,	91	
	Number of crossings of highways over railroad,	4	
	Number of crossings of highways under railroad,	Ā.	
	Number of highway bridges 18 feet above track,	4	
	Number of highway bridges less than 18 feet	-	
	above track.	None.	
26.	Number of crossings at which gates or flagmen	•	
	are maintained,	2	
27.	Number of crossings at which there are neither		
	gates nor flagmen,	89	
	Number of railroad crossings at grade,	4	
29.	Number of railroad crossings over other rail-		
•••	roads,	None.	
30.	Number of railroad crossings under other rail-	37	
OF.	roads,	None.	
<i>3</i> 0.	Total miles of road operated by lessees of this	100	
26	company, . Total miles of road operated by lessees in	100	
<i>5</i> 0.	Massachusetts,	44	
37	Number of stations on all roads operated,	39	
	Same in Massachusetts.	16	
	Miles of telegraph on line of road operated,	100	
	Miles of telegraph owned by this company,		-
	Number of telegraph offices in company's sta-		
	tions,	15	
43.	Number of telegraph offices operated jointly by		
	railroad and telegraph company,	15	

Rolling Stock.

	Total number.	Value	Fer mile road operated.
1. Locomotives (average weight of engines in working order, 28 tons),	21	41 69 000 00	.21
2. Tenders (average weight of tenders full of fuel and water, 17 tons), Tenders (maximum weight of tenders full of fuel and water, 19 tons), (Average joint weight of engines and tenders, 45 tons.)	} ₂₁ }	\$168,000 00	.21

Rolling Stock-Continued.

		Total namber.	Value.	Per mile road operated.
	Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 42 feet. Total length of heaviest engine and tender			
	over all, 51 feet. Snow-plows (average weight, 9 tons), Passenger care (average weight, 19 tons),	2 15	\$1,000 00 60,000 00	
8.	Passenger cars (maximum weight, 22 tons). Mail and baggage cars (av. weight, 15 tons), . 8-wheel box freight cars (av. weight, 8 tons), . A wheel box freight cars (av. weight, 15 tons), .	8 113	24,000 00 79,000 00	
10. 11.	4-wheel box freight cars (av. weight, tons), . 8-wheel platform cars (av. weight, tons), . 4-wheel platform cars (av. weight, tons), . Other cars (coal, gravel, &c.),	}136 34	60,000 00 17,000 00	1.36
	Total value,		\$418,000 00	-{
	Total freight cars, including coal, &c., on a basis of 8 wheels,	264	-	2.64
10.	Number of locomotives equipped with train brakes,	None	-	-
_	Number of cars equipped with train brakes, (Kind of brake,	None	-	-
	Number of passenger cars with Miller platform and buffer,	5	-	-
	Mileage, Traffic, &c.	•		
	Miles run by passenger trains,	220,924		
	Rate of speed of accommodation trains, including stops, Miles run by freight trains,	24 miles per hour. 170,842		
5.	Rate of speed of express freight trains, including stops,	13 miles per hour.		
	Rate of speed of accommodation freight trains, including stops, Miles run by other trains, and for what pur-	10 miles per hour.		
9.	pose [wood, gravel and special],	14,303 406,06		406,069
10. 11.	of road),		1,241 279,011 280,252	
12.	Total passenger mileage, or passengers carried one mile, Passenger mileage to and from other roads,		1,612,31 4	4,172,002
14. 15.	Number of tons carried, Total freight mileage, or tons carried one mile,		191,941	9,778,189
17.	Freight mileage to and from other roads, Highest rate of fare per mile, for any distance, Lowest rate of fare per mile, for any distance	10 ce	7,022,127 ints.	
	(single fare),	3.5	cents.	•

19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company. 20. Average rate of fare per mile received from passengers to and from other roads," 21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,† 22. Average rate of fare per mile for all passengers, 23. Highest rate of freight per ton per mile, for any distance, 24. Lowest rate of freight per ton per mile, for any distance, 25. Average rate of freight per ton per mile on roads operated by this company, 26. Average rate of freight per ton per mile to and from other roads," 27. Average number of cars in passenger trains, including baggage cars, 28. Average number of cars in freight trains (basis of 8 wheels), 29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers, 21. Number of recepture cardially employed by core	4.4 cents. 3.9 cents. 4.1 cents. 4.1 cents. 53.8 cents. 5 cents. 5 cents. 5 cents. 3 cents. 2.5 cents. 3
locomotive and tender, in working order,	205 tons.

^{*} After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give
the rate on such basis.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.
1. Anthracite coal	16,478	18	1,457	_	_
2. Bituminous coal,	764	-	-	_	-
8. Petroleum,	56	1,416	129	-	-
4. Railroad iron, including steel			1		
and steel-capped rails,	80		-	-	-
5. Castings and other iron,	865	957	-	-	-
6. Other metals,	- 1	-	-	-	-
7. Iron and other ores,	946	0.400		-	-
8. Stone and brick,	193	2,468 122	24,155	-	-
9. Lime, cement and sand, 0. Lumber,	4,785	851	295 1,327	-	-
1. Ice.	463	1,500	266	-	
12. Live stock.	294	8,648	115		_
3. Dressed carcasses, smoked		0,020	1	_	_
and salted meats,	l -	1	81		_
4. Flour	748	1,258	584	1 -	-
lo. Grain.	8,165	240	595	l -	-
6. Other agricultural products, .	1,294	788	778	-	-
7. Manufactures not included			ļ	ı	ł
above,*	505	8,182	1,415	-	-
8. Merchandise,	2,872	2,076	4,029	-	-
9. Other articles,	1,917	978	677	-	-
0. Total tons carried	84,925	19,443	85,898	-	

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

List of Accidents in Massachusetts.

[None.]

CHARLES OSGOOD,
WM. W. BILLINGS,
W. H. BARNS,
ROB. COIT, Jr.,
Directors of the New London Northern Railroad Company.

STATE OF CONNECTICUT.

New London, ss. November 4, 1874. Then personally appeared Charles Osgood, Wm. W. Billings, William H. Barns and Robert Coit, Jr., and severally made oath to the truth of the foregoing statement by them subscribed.

JUSTUS A. SOUTHARD, Notary-Public

Name and Residence of Officers.

Charles Osgood, President, Norwich, Conn.; Robert Coit, Jr., Treasurer and Secretary, New London, Conn.; Geo. W. Bentley, Superintendent, New London, Conn.

Proper Address for the Company.

NEW LONDON NORTHERN RAILROAD COMPANY, NEW LONDON, CONN.

REPORT

OF THE

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.	l	
Capital Stock.		
1. Capital stock authorized by charter,	\$15,500,000	00
2. Capital stock authorized by votes of company,	15,500,000	00
3. Capital stock issued (number of shares, 155.000),	45 500 000	00
amount paid in,	15,500,000	00
4. Capital stock paid in on shares not issued	37	
(number of shares,),	None.	015 500 000 A
5. Capital stock, total amount paid in,	1	\$15,500,000 0
6. Capital stock paid in per mile of road owned	109,540	RA
by company,	100,040	V 2
7. Capital stock paid in, proportion for Massachusetts,*	643,003	58
8. Capital stock, number of shares issued not en-	050,000	
titled to dividends,	None.	
9. Par value of shares, \$100 (the average price at	_,,,,	
which shares were sold, .)	1	
[None sold by the company.]		
10. Number of stockholders,	2,725	
11. Amount of stock held in Massachusetts,	1,798,800	00
12. Number of stockholders in Massachusetts, .	324	,
Девт.		
3. Funded debt as follows:—	ł	
1st mortgage bonds, due 1875, rate of interest,	İ	
6 per cent.,	1,059,000	00
1st mortgage bonds, due 1866, [past due], .	2,000	00
14. Total amount of funded debt,	·	1,061,000 0
5. Unfunded debt incurred for construction, equip-		• •
ment or purchase of property,	43,000	00
6. Unfunded debt incurred for any other purpose,	***	••
and for what,	109,500	
7. Other debts—current credit balances, &c.,a .	317,555	
8. Total debt liabilities,		1,531,055 4
9. Amount of debt liabilities after deducting cash,		
sinking funds in hands of trustees, and such		
securities and debt-balances as do not repre-	None left.	
sent permanent investments,	Mone lett.	_
21. Proportion of same per mile of road,	_	-
i. I robornou or same her mue or road,	_	

^{*}Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.
† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent

investments.

a September pay-roll and balances, since paid.

22. Contingent liabilities as guarantor of bonds or		
debts of other corporations, specifying same:		
[Harlem River & Port Chester Railroad 7 per		
	\$1,000,000 00	
cent. bonds.]	\$1,000,000 00	
•		
CASH REALIZED, &C.		
23. Total cash realized from capital and debt, in-		
curred for construction, equipment, &c.,	17,243,500 00	
24. Total amount of income which has been ex-	• •	
pended (in addition to funds derived from		
capital and debt) in construction, equip-		
ment and nurchase of property	_	_
ment and purchase of property,	_	_
25. Total means applied to construction,	61 E /	100 104 0
EQUIPMENT AND PURCHASE OF PROPERTY,		193,184 87
26. Proportion of above for Massachusetts,*	752,644 64	
Cest of Road, Equipment, and Property.		
Construction of Road and Branches built by		
COMPANY.		
10. Total expended for construction,	\$ 19 7	69,841 10
11 Aware on east of construction non mile of read	. *****	00,011 10
11. Average cost of construction per mile of road	#00 04E 09	
built by company,	\$ 90,246 23	
12. Same per mile of single track built by com-		
pany, not including sidings,	48,279 18	
 Proportion of cost of construction for Massa- 		
chusetts,*	566,797 57	
· '	•	
EQUIPMENT.		
14. Locomotives (number, 89),	_	
15. Snow-plows on wheels (number,),	_	_
16. Passenger, mail and baggage cars (number, 230),	-	-
17. Preight and other cars (number, 1,309),	-	-
18. Machinery and tools,	-	
19. Total for equipment,	2,0	73,911 49
20. Average cost of equipment per mile of road op-		
erated by company,	10,201 24	
21. Proportion for Massachusetts,	59,881 28	
•		
PROPERTY PURCHASED AND ON HAND, NOT IN-		
CLUDED IN THE FOREGOING ACCOUNTS.		
28. Lands in Massachusetts (if not used for the	190 134 OF	
business of the road, so state),	138,184 25	
In New York and Connecticut,	414,360 57	
29. Other property purchased [new wharves],	96,887 53	
30. Total property purchased,	6	49,432 35
31. Property in Massachusetts (including propor-		
tion of equipment),	198,065 53	
32. WHOLE AMOUNT OF PERMANENT INVEST-		
MENTS,	15,493,184 87	
33. Proportion for Massachusetts,	657,674 84	
		01 120 00
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,	10,0	21,139 22
35. Amount of sinking and contingent funds, and		
their purpose,	-	-
	_	
Expenditures Charged to Capital Account during th	1 .	.
1. Main line, extension or alteration of road, .	• • • \$	84,637 26
4. Land,		3,000 00
5. Passenger and freight stations, wood-sheds and wat	erstations. 1	07,297 24
	1	279 50
2. Machine-shops, machinery and tools,	. • •	279 50

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this state compared with the whole. If made on a different basis, please state the reasons therefor.

	=====
15 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	
15. Any other expenditures charged to capital account, specify-	400 000 FO
ing same [new wharves],	\$96,887 53
16. TOTAL,	292, 101 53
17. Property sold and credited capital account [1 dummy en-	
gine],	1,800 00
18. Net addition to capital account for the year,	290,301 53
D 4 . 4 . 7	
Revenue for the Year.	
1. Receipts from local passengers on roads operated by this	
company [including extra baggage],	\$1,732,719 96
2. Receipts from passengers from and to other roads over roads	
operated by this company,	1,144,660 62
3. Receipts from passengers over other roads as tolls, or for use	
of cars of this company,	-
4. Receipts for express,	132,524 99
5. Receipts for mails,	48,592 80
6. Total receipts from passenger department,	3,058,498 37
7. Receipts from local freight on roads operated by this company,	618,763 40
8. Receipts from freight from and to other roads over roads	,
operated by this company,	712,763 88
9. Receipts from freight over other roads as tolls, or for use of	,
cars of this company,	-
10. Total receipts from freight department,	1,331,527 28
11. Receipts as rents for use of road and equipment, when	
leased,	_
12. Total Earnings,	4,390,025 65
13. Per mile of road operated,	.,000,000 00
14. Per mile of road operated,—computed as single	
track, not including sidings,	
15. Per train mile,	
16. Proportion for Massachusetts,	
19. Income from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat	
property, transportation lines, &c., specifying same:—	
[Interest],	12,049 32
20. Total income,	4,402,074 97
21. Percentage to capital stock and debt,	4,402,014 31
22. Percentage to means applied to construction, equipment, &c.,	l
20.41	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating	
expenses).	
1. Repairs of road, exclusive of bridges and new rails,*	\$179,208 41
2. New iron rails, deducting old rails sold (number of miles,	V = 1.0,01.0 1.1
; weight per yard, .),*	_
3. Steel rails, deducting old rails sold (number of miles, 15.05,	
weight per yard, 62 lbs.),a	92,349 04
4. Repairs of bridges,	29,013 95
5. Repairs of buildings and fixtures (station),	51,275 98
6. Repairs of, and additions to, machine-shops and machinery,	16,548 24
7. Repairs of fences, road crossings and signs,	2,565 95
8. Total,	370,961 57
9. Proportion of same to passenger department, \$258,446 49	0.0,001 0
10. Proportion of same to freight department, 112,515 08	
11. Of the above total there was expended for other than ordi-	
nary repairs,	_
norg reputte,	-
CLASS 2 General Traffic Expenses.	
1. Taxes, State and local,	198,682 92
	100,000 34

Including labor and materials in new sidings.
 † Computed on gross receipts from passenger and freight departments.
 a At cost of iron. No old rails sold.

2. General salaries, office expenses and miscellaneous, not em-	
braced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires	\$58,070 21
set by engines,	5,220 00
4. Repairs of locomotives [including those rebuilt],	182,265 59
5. Repairs of snow-plows,	13,000 00
7. New snow-plows (charged to operating expenses),	-
8. Removing ice and snow	-
9. Fuel—1,904 cords of wood, cost, \$10,472.76; 37,602 tons of	004.000.19
coal, cost \$274,493.37,	284,966 13 12,735 13
11. Oil and waste,	35,393 72
12. Switchmen, watchmen, flag and signal men,	96,364 24
13. Telegraph expenses,	2,240 00
14. TOTAL, 15. Proportion belonging to passenger department,* \$619,316 48	888,937 94
16. Proportion belonging to freight department,* 269,621 46	
Course C. Burner Wards Francis	
CLASS 3.—Passenger-Train Expenses. 1. Repairs of passenger, mail and baggage cars,	193,143 06
2. New passenger, mail and baggage cars (charged to operat-	100,140 00
ing expenses),	54,107 71
3. Damages and gratuities, passenger,	6,295 95
4. Salaries, wages and incidentals of passenger department, 5. Amount paid other corporations or individuals not operating	520,027 81
roads, for use of passenger cars and repairs of same, † .	_
6. TOTAL,	773,574 53
CLASS 4.—Freight-Train Expenses.	
1. Repairs of freight cars,	58,689 69
2. New freight cars charged to operating expenses,	3,330 00
3. Damages and gratuities, freight,	8,725 50
4. Salaries, wages and incidentals of freight department [including horse haulage],	468,812 47
5. Paid corporations or individuals not operating roads for use	100,012 11
of freight cars,	31,681 68
6. TOTAL,	571,239 34
7. Total expenses of operating the road, embraced in Classes 1, 2, 3, 4,	2,604,713 38
8. Per mile of the road operated, \$16,990 96	.,,
9. Per mile of single track operated, not including	
sidings,	
11. Proportion for Massachusetts,	
12. Percentage of expenses to income, 59.17	
Net Income, Dividends, &c,	
1. Total net deficit above operating expenses,	\$1,797,361 59
2. Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent	V .,,
is computed :—	
[Shore Line Railway \$100,000, charged against the receipts of that company; operated by this company as the Shore	
Line Division, and the accounts kept separately.] 3. Net income above operating expenses and amount paid for rent	
of roads,	1,797,361 59
4. Percentage of same to capital stock and debt, . 11.60	' '
5. Percentage to total means applied to construction, equip-	
ment, &c.,	119,105 08
7. Dividends declared, 10 per cent. for the year, amount, .	1,550,000 00
• = • • • •	1 ''

Computed on gross receipts from passenger and freight departments.
 As the Pullman, Wagner or other drawing-room and sleeping-cars.

8. Date of las													
9. Surplus for	the v	ear.				•						July 1, 18, \$128,256	74. 51
10. Surplus at \$107,432.1				ot oi	t the	yes	ır, ş	L ₂ 554	,395.I	3, 8 0	a	1,661,827	23
11. TOTA 12. Paid to sink	L SUR	PLU	3,	: band	: s of 1	trust	ees.	:	:	:		1,790,083	
Receipts, Expe	_			_			-	er D	enerti	nent.			
1. Total rec	-								_		.		
enue for	the Y	ear,"	No.	. 6, ̃	•		•		•		.	\$3,058,498	37
2. (Total recei 3. Expenses, p	pts p	er tr	ain r	nile,	\$ 2.39 n <i>tona</i> :	5.) noe oj	· Way	and	Build	lings,	,,		
as per Cl	ass 1,	No.	9,				. 17	•		•	<u>. </u>	258,446	4 9
4. Expenses, Class 2, 1	propo No. 15	rtion	· OI	Gen	ierai	17ag	nc .e.	грепе	es," i	us pe	r	619,316	48
5. Expenses,	* Pass	en ger	-Tra	iin E.	xpens	es,"	ве ре	r Cla	ass 3,	No. 6	3,	773,574	53
6. TOTAL EXP 7. (Total expe			roin	mile	. 61 .		•	•	•	•	•	1,651,337	50
8. NET EARNI					, 4 1.4							1,407,160	87
9. (Net earnin			in n	aile,	\$1.10	2.)						, ,	
Receipts, Ex	pense	s, No	t Eas	ning	s, &c.,	of F	reigh	t De	partm	ent.			
1. Total reci	-	-						_			e		
for the Y	ear,"	No.	10,	·	, -		•	•	•	•		\$1,331,527	28
2. (Total rece 3. Expenses, p	ipts p	er ti	ain:	mile, <i>Mai</i>	\$1.9	38.) • ~ • • •	Was	. and	Ruil	dim an	"		
ge ner Cl	000 1	Nο	10			-	-				- 1	112,515	08
4. Expenses, Class 2,	propo	rtion	ı óf	"Ge	neral	Traj	No E	xpen	8e8," i	ве ре	r	•	
5. Expenses,	NO. It ' <i>li</i> rei), aht_T	Fain	Erne	nees !	, , , ,	Det C	lass	No	. 6.		269,621 571,239	
6. TOTAL EXP	ENSE	5,		•	•	•			•, •••	•••		953,375	
7. (Total expe	nses	per t	rain	mile	e, \$1. :	388.)						270 151	40
8. NET EARNI 9. (Net earnin	nus, 128 De	r tra	in n	.,	. :	•	•			•	•	378,151	
			M M	111e. i	80.55 ().)		•			- 1	•	40
				111e,	\$0.55 0).)							4 0
a Contingent a	ccount	last y	ear, a	amour	ting t	o .	•	•	•		<u> </u>	. \$138,186	
was not inc	cluded	last y	ear, a	amour	iting t	o . ırn; i	was	reduc	ed du	ring t	he	\$138,186 year 30,75	 5 06
a Contingent a was not inc 1874 by cer	cluded	last y	ear, a	amour	iting t	o . ırn; i	was	reduc	ed du	ring t	he	year 30,755	3 06 3 96
was not inc 1874 by cer	eluded tain ex	last y in tot	ear, a al sur	amour rplus i ountir	nting to	o urn; it	•	•	•	•	•	\$107,43	3 06 3 96
was not inc	eluded tain ex	last y in tot	ear, a al sur	amour rplus i ountir	nting to in retuing to .	ourn; it	•	•	•	•	•	\$107,43	3 06 3 96
was not in 1874 by cer General	eluded tain ex	last y in tot	ear, a al sur	amour rplus i ountir	nting to in retuing to .	o urn; it	•	•	•	•	30,	\$107,435 \$107,435	3 06 3 96 2 10
was not in 1874 by cer General Railroad, .	eluded tain ex	last y in tot	ear, a al sur	amour rplus i ountir	nting to in retuing to .	ourn; it	•	•	•	•	30,	\$107,43	3 06 3 96 2 10
was not in 1874 by cer General	eluded tain ex	last y in tot	ear, a al sur	amour rplus i ountir	nting to in retuing to .	ourn; it	•	•	•	•	30,	\$107,43: \$12,769,841	3 06 3 96 2 10 10 42
Was not in 1874 by cer General Railroad, . Equipment,	eluded tain ex	last y in tot	ear, a al sur	amour rplus i ountir	nting to in retuing to .	ourn; it	•	•	•	•	30,	\$0,755 \$107,435 1874. \$12,769,841 2,073,911	10 42 82
General Railroad, . Equipment, Real estate, New wharves, Inventory, .	Bala	last y in tot rpense	rear, a al sur es am	at C	floring	orn; it	Accou	nts,	•	•	30,	\$0,755 \$107,435 1874. \$12,769,841 2,073,911 552,544	10 42 53
General Railroad, . Equipment, Real estate, New wharves, Inventory, . Shore Line Div	Bala vision	last y in tot rpense	rear, a al sur as am	at C	floring floring delta del	orn; it	Account	nts,	•	•	30,	\$107,433 \$12,769,841 2,073,911 552,544 96,887	10 42 82 53 61
General Railroad, . Equipment, Real estate, New wharves, Inventory, .	Bala vision	last y in tot rpense	rear, a al sur as am	at C	floring floring delta del	orn; it	Account	nts,	•	•	30,	\$0,750 \$107,430 1874. \$12,769,841 2,073,911 552,544 96,887 708,197	10 42 82 53 61 33
General Railroad, . Equipment, Real estate, New wharves, Inventory, . Shore Line Div	Bala vision	last y in tot rpense	rear, a al sur as am	at C	floring to . floring de del	g of .	Account	nts,	•	•	30,	\$0,750 \$107,430 \$12,769,841 2,073,911 552,544 96,887 708,197 307,305	10 42 53 61 33 41
General Railroad, Equipment, Real estate, New wharves, Inventory, Shore Line Div Cash and due in	Bala vision	last y in tot rpense	rear, a al sur as am	at C	floring to . floring de del	orn; it	Account	nts,	Septe	mber	80,	\$0,755 \$107,435 1874. \$12,769,841 2,073,911 552,544 96,887 708,197 307,305 2,312,451	10 42 53 61 33 41
General Railroad, Equipment, Real estate, New wharves, Inventory, Shore Line Div Cash and due f	Bala Bala vision	last y in tot pense	rear, a al sur a a market a a market a a market a a m	at C	floring to . floring de del	g of .	Account	nts,	Septe:	mber	30, 	\$0,755 \$107,435 1874. \$12,769,841 2,073,911 552,544 96,887 708,197 307,305 2,312,451	10 42 82 53 61 33 41
General Railroad, . Equipment, Real estate, New wharves, Inventory, . Shore Line Div Cash and due if Capital stock, Bonds,	Bala 	last y in tot topense	rear, a al sur as am	at C	floring to . floring de del	g of .	Account	nts,	Septe:		30,	\$0,755 \$107,435 1874. \$12,769,841 2,073,911 552,544 96,887 708,197 307,305 2,312,451	10 42 82 53 61 33 41
General Railroad, . Equipment, Real estate, New wharves, Inventory, . Shore Line Div Cash and due f Capital stock, Bonds, . Bond and more	Bala Vision	last y in tot topense	rear, and sures am	at C	floring to . floring de del	g of .	Account	nts,	Septe:			\$0,755 \$107,435 1874. \$12,769,841 2,073,911 552,544 96,887 708,197 307,305 2,312,451	10 42 82 53 61 33 41
General Railroad, . Equipment, Real estate, New wharves, Inventory, . Shore Line Div Cash and due if Capital stock, Bonds,	Bala Bala Vision Trom a	last y in tot topense	rear, and sures am	at C	floring to . floring de del	g of .	Account	nts,	Septe:		80, 	\$0,755 \$107,435 1874. \$12,769,841 2,073,911 552,544 96,887 708,197 307,305 2,312,451	10 42 82 53 61 33 41
General Railroad, . Equipment, Real estate, New wharves, Inventory, . Shore Line Div Cash and due i Capital stock, Bonds, . Bond and more Dividends and	Bala Bala Pagage Coup	last y in tot rpense	iheet	at C	nting to never the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	orn; it	Account	nts,	Septe:		30, 	\$0,755 \$107,435 1874. \$12,769,841 2,073,911 552,544 96,887 708,197 307,305 2,312,451	10 42 82 53 61 33 41
General Railroad, . Equipment, Real estate, New wharves, Inventory, . Shore Line Div Cash and due i Capital stock, Bonds, . Bond and mort Dividends and Bills payable,	Bala Bala Bala Crom s Crom s Crom s Crom s Crom s Crom s Crom s	last y in tot opensor in the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control	iheet	at C	nting to never the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	orn; it	Account	nts,	Septe:			\$0,755 \$107,435 1874. \$12,769,841 2,073,911 552,544 96,887 708,197 307,305 2,312,451	10 42 82 53 61 33 41
General Railroad, . Equipment, Real estate, New wharves, Inventory, . Shore Line Div Cash and due i Capital stock, Bonds, . Bond and mort Dividends and Bills payable, September bill	Bala Bala Convision Gage coup so, pay	last y in tot opensor in the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control	iheet	at C	nting to never the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	orn; it	Account	nts,	15,500 1,06 1,06 44 310		80, 	\$0,755 \$107,435 1874. \$12,769,841 2,073,911 552,544 96,887 708,197 307,305 2,312,451	10 42 82 53 61 33 41

Description of Road.	
1. Date when the road or portions thereof were	
opened for public use:—	TO 07 1040
From New York to Springfield,	Dec. 27, 1848.
tion to Springfield, •	123 miles.
Length of main line of road in Massachusetts,	5.87 miles.
In other States,—	100
Connecticut,	102 miles. 15.13 miles.
3. Length of line with track laid, if road is not	101011110
completed,	
4. Length of double track on main line,	123 miles.
5. Branches owned by company,— New Britain Branch (single track), length,	3 miles.
Middletown Branch (single track), length,	10 miles.
Suffield Branch (single track), length,	4.5 miles.
Hartford Freight Branch (single track), length,	1 mile. 18.5 miles.
6. Total length of branches owned by company,7. Total length of branches owned by company	10.5 101168.
in Massachusetts,	
8. Total length of branches owned by company in	
other States [Connecticut],	18.5 miles.
 Length of double track on branches, Total length of road belonging to this company, 	None. 141.5 miles.
11. Aggregate length of sidings and other tracks	21210 221100
not above enumerated,	45.51 miles.
12. Same in Massachusetts,	3.32 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	310.01 miles.
14. Same in Massachusetts,	15.06 miles.
15. Total length of steel rails in tracks belonging	207.22
(Weights per yard, 62 lbs.)	227.06 miles.
16. Total length of steel-top rails in tracks belong-	
ing to this company,	24.96 miles.
(Weights per yard, 58 and 62 lbs.)	
17. Number of spans of bridges of 25 feet and upwards,	61
18. Number of iron bridges (ag. length, 3,564, feet),	20
19. Number of wooden bridges (ag. length, 5,617 ft.),	46
Number of stone arch bridges (ag. l'gth, 2,586 ft.),	13
20. Bridges built within the year,	None. 213
22. Number of crossings of highways over railroad,	51
23. Number of crossings of highways under railroad,	18
24. Number of highway bridges 18 feet above track,	10
25. Number of highway bridges less than 18 feet above track,	35
26. Number of crossings at which gates or flagmen	
are maintained,	22
Number of crossings at which electric signals are maintained,	7
27. Number of crossings at which there are neither	1
gates nor flagmen,	184
28. Number of railroad crossings at grade, specify-	
ing each, [Housatonic Railroad, Shore Line Railroad,	3
Hartford, Providence & Fishkill Railroad.	1
29. Number of railroad crossings over other railroads,	
specifying each,	
30. Number of railroad crossings under other railroads, specifying each,	_
- and altotal me onom , , , , ,	

^{*} Lengths in all cases to be given in miles and decimals.

ROADS BELONGING TO OTHER COMPANIES, OPER-		
ATED BY THIS COMPANY UNDER LEASE OR CON-		
TRACT.		
31. Name, description and length of each,— Shore Line Railway () length,* .	50 miles.	
Harlem River & Port Chester Railroad (double	OU MILOS	
track), length,	11.80 miles.	
32. Total length of above roads,		61.80 miles.
33. Total length of above roads in Massachusetts, .		None.
34. Total length of above roads in other States, specifying each,—		
Connecticut,		50 miles.
New York,		11.80 miles.
35. Total miles of road operated by this company,	•	203.30
36. Total miles of road operated by this company		
in Massachusetts,		5.87
37. Number of stations on all roads operated by		
this company,	83	
38. Same in Massachusetts,	3	
39. Miles of telegraph on line of road operated by		
this company,	188.50	
40. Miles of telegraph owned by this company,	-	-
41. Number of telegraph offices in company's sta-		
tions,	46	
42. Number of telegraph stations operated by this		
company,	10	
43. Number of telegraph stations operated jointly		
by railroad and telegraph company,	4	

* Lengths to be given in miles and decimals.

Rolling Stock.

	Total number.	Value.	Per mile road operated.
1. Locomotives (average weight of engines in working order, 27 tons), Locomotives (maximum weight of engines in working order, 27 tons)	89	\$726,000 00	.437
working order, 35.13 tons), 2. Tenders (average weight of tenders full of fuel and water, 18.56 tons), Tenders (maximum weight of tenders full of fuel and water, 22.50 tons), (Average joint weight of engines and tenders, 46 tons),	89	176,000 00	.437
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 45 feet.			
4. Total length of heaviest engine and tender over all, 53 feet.			
 5. Snow-plows (average weight, tons), 6. Passenger cars (average weight, 32,119 lbs.), a. Passenger cars (maximum weight, 57,030 lbs.) 	171	684,000 00	.841
7. Mail and baggage cars (av. weight, 28,700 lbs.),a	59	106,200 00	.290
8. 8-wheel box freight cars (av. weight, 16,000 lbs.),	447	293,760 00	2.199
9. 4-wheel box freight cars (av. weight,),	_		_
10. 8-wheel platform cars (av. weight, 12,500 lbs.), .	673	399,600 00	3.310
11. 4-wheel platform cars (av. weight, tons), .	-	· -	-
12. Other cars (coal, gravel, &c.),	189	69,375 00	.930
13. Total value,	<u> : .</u>	\$2,454,935 00	<u> </u>

Relling Stock—Continued.

	,	Total number.	Value.	Per mile road operated.
	Total freight cars, including coal, &c., on a basis of 8 wheels,	1,204	_	-
15.	Number of locomotives equipped with train brakes,	56	_	_
16.	(Kind of brake, Westinghouse.) Number of cars equipped with train brakes, (Kind of brake, Westinghouse).	227	-	-
17.	(Kind of brake, Westinghouse,) Number of passenger cars with Miller platform and buffer,	230	-	-
	Mileage, Traffic, &c.			
	Miles run by passenger trains,		277,243	.
3.	cluding stops, Rate of speed of accommodation trains, including stops,		d 35 miles pe les per hour.	
	Miles run by freight trains, . Rate of speed of express freight trains, includ-		487,500	
6.	ing stops, Rate of speed of accommodation freight trains,	- 15 mil	laa nan hawn	_
7.	including stops, Miles run by other trains, and for what pur-		les per hour.	
	pose [road repairs],		•	,964,169
10.	of road), Number of local passengers (over part of road),		213,296 712,723	000 010
	Total number of passengers carried,			,926,019 ,895,231
l4.	Passenger mileage to and from other roads, Number of tons carried,		638,212 815,379	,000,001
	Total freight mileage, or tons carried one mile, Freight mileage to and from other roads [in	•	•	,092,340
	Massachusetts], Highest rate of fare per mile, for any distance, Lowest rate of fare per mile, for any distance,	5 cen	486,066 ts.	
	(single fare),	2.24	cents.	
20.	season tickets) received from passengers on roads operated by this company,	2.57	cents.	
	passengers to and from other roads,* Average rate of fare per mile for season-ticket	2.50	ents.	
	passengers, reckoning one round trip per day to each ticket †	.85	cent.	
2. 23.	Average rate of fare per mile for all passengers, Highest rate of freight per ton per mile, for	2.3 c		
24.	any distance, Lowest rate of freight per ton per mile, for any distance,	\$1.40 c	one mile. ents.	

^{*} After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give
the rate on such basis.

25. Average rate of freight per ton per mile on roads operated by this company,	3.7 cents.
26. Average rate of freight per ton per mile to and	
from other roads, 27. Average number of cars in passenger trains,	2.3 cents.
including baggage cars,	6
28. Average number of cars in freight trains (basis	
of 8 wheels),	23
29. Average weight of passenger trains, including locomotive and tender, in working order, ex-	
clusive of passengers,	145 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, ex-	
clusive of freight,	935 tons.
31. Number of persons regularly employed by com-	
pany, including officials.	2,294

* After deducting all allowances for tolls, or use of cars, &c.

Classification of Business.					
PASSENGERS. 1. Passengers coming from other States,* .		•			267,154
2. Passengers going to other States,* 3. Passengers travelling only within this state,	•	•	:		255,250 29,312
4. Total season-ticket passengers (round trip),	•	•	•	\cdot	403,735

* Apply only to roads crossing the State line.

FREIGHT IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.
1. Anthracite coal	94,643	_	94,643	_	
2. Bituminous coal.	17,508		17,508	i - 1	_
8. Petroleum,	178	161	334	-	_
4. Railroad iron, including steel			1	1	
and steel-capped rails, .		-		- 1	-
5. Castings and other iron,	8,841	4,150	12,491	-	-
6. Other metals	1,916	1,847	8,268	- 1	-
7. Iron and other ores	· -	1,615	1,615	-	-
8. Stone and brick	2,398	8,168	5,566	1	-
9. Lime, cement and sand,	8,228	2,609	5,837	- !	-
0. Lumber,	8,492	48,496	51,988	- 1	-
1. Ice,	-	` -	· ·	1 - 1	_
2. Live stock,	530	12,112	12,642	- 1	_
3. Dressed carcasses, smoked		·	·	l l	
and salted meats	180	5,850	6,030	!	-
4. Flour.	475	15,848	16.323	-	_
5. Grain.	672	43,643	44.315	-	_
6. Other agricultural products, .	10,112	15,100	25,212	l - i	-
7. Manufactures not included					
above, *	13,058	26,200	39,253	-	-
8. Merchandise,*	20,022	7,686	27,708	-	_
9. Other articles,	24,520	14,953	89,473	-	-
0. Total tons carried,	201,263	202,938	404,201	-	_

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second hoad.

† Apply only to the roads terminating in Boston.

				ses beyond n Control.		OWN MISCON- LEELESSNESS.	То	TAL.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			-	_	_	_	-	-
Employés, .			2	-	-	-	2	-
Others, .	•	•	1	-	2	-	3	-

List of Accidents in Massachusetts.

Statement of each Accident.

December 29, 1873.—Edward H. Biggins, a freight train conductor in this company's employ, was knocked down by a freight train in the yard at Springfield, and was seriously injured. He died two days later.

April 13, 1874.—Martin Downey, of Springfield, while badly intoxicated, attempted to cross the track in front of the 1.05 P. M. train near State Street, and was killed.

May 12.—Francis Leonard, of Newton, Mass., was fatally injured by a freight train in the yard of the Boston & Albany Railroad, which train was being switched by an engine belonging to this company.

August 26.—James Hickey, a gate-tender in this company's employ at Bridge Street crossing in Springfield, while attempting to get the gate out of the way of an approaching freight train, and to save others from danger, was caught and killed. At the same time and place, the Rev. Mr. Perry, of Agawam, Mass., was thrown from his carriage by his horse becoming frightened by the crash, and was very severely injured. Hon. A. D. Briggs, of the Board of Railroad Commissioners of Massachusetts, has investigated the affair, and is familiar with the details.

WM. D. BISHOP, E. M. REED,

Directors of the New York, New Haven & Hartford Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

STATE, CITY AND COUNTY OF NEW YORK, ss. November 5, 1874. Then personally appeared Wm. D. Bishop and E. M. Reed, and severally made oath to the truth of the foregoing statement by them subscribed.

E. C. ROBINSON, Notary-Public, N. Y. City and County.

828 N. YORK, N. HAVEN & HARTFORD R. R. [Jan.

Hame and Residence of Officers.

Wm. D. Bishop, President; E. M. Reed, Vice-President and General Superintendent; John T. Shelton, Tressurer; Edward I. Sanford, Secretary.

Directors.—Wm. D. Bishop, Bridgeport, Conn.; E. M. Reed, New Haven, Conn.; Wilson G. Hunt, New York; C. Vanderbilt, New York; Geo. N. Miller, New York; Chester W. Chapin, Springfield, Mass.; A. R. Van Nest, New York; Henry C. Robinson, Hartford, Conn.; E. H. Trowbridge, New Haven, Conn.; E. C. Read, New Haven, Conn.; Nathaniel Wheeler, Bridgeport, Conn.; C. M. Pond, Hartford, Conn.; Augustus Schell, New York.

Proper Address for the Company.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY, Grand Contral Depot, 4th Avenue and 42d Street, NEW YORK.

REPORT

OF THE

NORWICH & WORCESTER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[This road is operated by the trustees of the Berdell bondholders under a lease made to the Boston, Hartford & Eric Railroad Company, but the accounts are kept separately and the return is made as if the road was operated by the company owning it.]

Capital Stock, Debts, &c.				
CAPITAL STOCK.	_			
1. Capital stock authorized by charter,	\$3,025,000		•	
2. Capital stock authorized by votes of company,	3,025,000	00		
3. Capital stock issued (number of shares, 26,044),	0.004.400			
amount paid in,	2,604,400	00		
4. Capital stock paid in on shares not issued				
(number of shares,),	_	@ 0	,604,400	O.
6. Capital stock paid in per mile of road owned		φ.c	,002,200	•
by company,	39,222	89		
7. Capital stock paid in, proportion for Massachu-	00,000	00		
setts,*.	682,478	29		
8. Capital stock, number of shares issued not enti-	,			
tled to dividends,	190			
9. Par value of shares, \$100 (the average price at				
which shares were sold,).				
0. Number of stockholders,	590			
1. Amount of stock held in Massachusetts,	1,901,200	00		
2. Number of stockholders in Massachusetts,	490			
DEBT.				
3. Funded debt, as follows:—				
1st mortgage bonds, due July 1, 1877, rate of in-				
terest, 6 per cent.,	400,000	00		
2d mortgage bonds, due June 1, 1874, rate of in-	1 000	00		
terest, 7 per cent.,	1,000	w		
3d mortgage bonds, due July 1, 1877, rate of interest, 7 per cent.,	150,000	ω.		
4th mortgage bonds, due July 1, 1874, rate of	150,000	w		
interest, 7 per cent.,	95,000	00		
4. Total amount of funded debt,	20,000	•	646,000	0
5. Unfunded debt, incurred for construction,			010,000	-
equipment or purchase of property,t	-		_	
6. Unfunded debt incurred for any other purpose,				
and for what,	-		-	
7. Other debts,—current credit balances, &c	26,496	30		
8. Total debt liabilities,	•		672,496	30

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

[†] This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

a Not including \$400,000 held by the state treasurer.

40.4	
19. Amount of debt liabilities after deducting cash,	
sinking funds in hands of trustees, and such	
securities and debit-balances as do not	****
represent permanent investments,	\$86,098 50
20. Proportion of same for Massachusetts,	22,561 88
21. Proportion of same per mile of road,	1,296 66
22. Contingent liabilities as guarantor of bonds or	
debts of other corporations, specifying same,	
Cash Realized, &c.	
23. Total cash realised from capital, and debt in-	
curred for construction, equipment, &c.,	3,004,400 00
24. Total amount of income which has been ex-	
pended (in addition to funds derived from	
capital and debts) in construction, equip-	
ment and purchase of property,	
25. Total means applied to construction,	40.004.400.00
EQUIPMENT AND PURCHASE OF PROPERTY, .	\$3,004,400 00
26. Proportion of above for Massachusetts,* [‡]s .	1,001,466 662
Cost of Road, Equipment and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY	
COMPANY.	
1. Grading and masonry,	\$ 614,529 92
2. Bridging.	32,750 59
3. Superstructure, including rails,	357,181 48
4. Land, land damages and fences,	142,5 9 1 71
5. Passenger and freight stations, wood-sheds and	•
water stations,	49,168 93
6. Engine-houses, car-sheds and turn-tables,	
7. Machine shops,	
8. Interest paid during construction, discount, &c.,	1,198,260 50}
9. Engineering, agencies, salaries, and other ex-	
penses during construction,	69,490 501
10. Total expended for construction,	\$2,463,982 64
11. Average cost of construction per mile of road	
built by company,	41,481 19
12. Same per mile of single track built by com-	
pany, not including sidings,	41,481 19
13. Proportion of cost of construction for Massa-	
chusetts,*	721,772 71
<u></u>	
EQUIPMENT.	
14. Locomotives (number,),	75,540 44
15. Snow-plows on wheels (number, 1),	
16. Passenger, mail and baggage cars (number,),	31,524 88
17. Freight and other cars (number,),	42,646 25
18. Machinery and tools,	
19. Total for equipment,	149,711 57
20. Average cost of equipment per mile of road op-	0.074.00
erated by company,	2,254 69
erated by company,	2,254 69 39,231 61
erated by company,	
erated by company,	
erated by company,	
erated by company, 21. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 22. Allyn's Point branch, original cost,	39,231 61
erated by company, 21. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 22. Allyn's Point branch, original cost, purchased for	39,231 61 177,544 2 9
erated by company, 21. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 22. Allyn's Point branch, original cost, purchased for Junction with N. L. N. R. R. at Norwich,	39,231 61 177,544 29 54,941 67
erated by company, 21. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 22. Allyn's Point branch, original cost, purchased for	39,231 61 177,544 2 9

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

a As apportioned by commissioners under the charter.

Viaduct at Worcester,	\$32,492	04
New shops and engine-house,	155,372	
New wharf	110,949	
26. Steamboat property, Norwich & New York Transportation Company, nominal amount,	•	
purchased for	270,000	00
of the road, so state) [not used],	2,924	
30. Total property purchased,		\$813,958 12
31. Property in Massachusetts (including portion of equipment),	_	_
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,	3,427,652	33
33. Proportion for Massachusetts, [1]	1,142,550	
34. Total property and assets of the com-		4 404 840 40
PANY,		4,494,713 10
35. Amount of sinking and contingent funds, and their purpose,	364,000	00
[For payment of Mass. loan of]	400,000	
Expenditures Charged to Capital Account during th	e Year.	
15. Any other expenditures charged to capital accou	nt, specify-	
ing same.— Viaduct at Worcester		\$ 32,492 04
16. TOTAL,		32,492 04
17. Property sold and credited capital account, .		· -
18. Net addition to permanent investments for the year,		32,492 04
Revenue for the Year.		
1. Receipts from local passengers on roads operat	ted by this	_
company,		\$170,965 98
2. Receipts from passengers from and to other roads	over roads	70.074.44
operated by this company, 3. Receipts from passengers over other roads as tolls	or for use	70,974 44
of cars of this company,		_
4. Receipts for express,		18,769 75
5. Receipts for mails,		4,977 33
6. Total receipts from passenger department,7. Receipts from local freight on roads operated b	v this som-	265,687 50
pany,	y this com-	256,831 88
8. Receipts from freight from and to other roads	over roads	200,002 00
operated by this company, . 9. Receipts from freight over other roads as tolls, o	• • •	230,441 03
9. Receipts from freight over other roads as tolls, o	r for use of	
cars of this company,		487,272 91
11. Receipts as rents for use of road and equipm	ent, when	201,010 02
leased,		•
12. Total Earnings,	A11 000 00	752,960 41
 Per mile of road operated, Per mile of road operated,—computed as singl 	\$11,339 76	
track, not including sidings,	. 11,339 76	
15. Per train mile,	. 1.913	
16. Proportion for Massachusetts	197,311 82	
19. Income from all other sources (including accre	tions from	
sinking funds, investments in stocks, bonds,	steamboat	
property, transportation lines, &c., specifying Boston, Hartford & Erie paid to Norwich &	Worcester	
Doston, narmoru & Erie pand to Norwich &		29,766 35
Railroad,		0.000 00
Railroad, Sinking fund accretion,		9,000 00
Railroad, Sinking fund accretion, Premium on stock sold,		35,899 99
Railroad, Sinking fund accretion, Premium on stock sold, Income from rental,	1 1874	35,899 99 1,267 71
Railroad, Sinking fund accretion, Premium on stock sold,	1, 1874,	35,899 99

21. Percentage to capital stock and debt, 31.61 22. Percentage to means applied to construction, equipment, &c.,	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating	
1. Repairs of road, exclusive of bridges and new rails,*	\$61,585 03
2. New iron rails, deducting old rails sold (number of miles, 4.8, weight per yard, 58 lbs.),* 3. Steel rails, deducting old rails sold (number of miles, 200 miles).	14,745 83
weight per yard,), 4. Repairs of bridges,	7,381 52
5. Repairs of buildings and fixtures (station),	11,133 07
6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings, and signs,	6,389 78 931 47
8. Total,	102,166 70
9. Proportion of same to passenger department, † \$36,044 41 10. Proportion of same to freight department, † . 66,122 29 11. Of the above total there was expended for other than ordi-	•
sary repairs,	-
Or sea 9 Commel Courte Thursday	
CLASS 2.—General Traffic Expenses. 1. Taxes, State and local, \$2,441.53; 1873, \$12,097.76; 1874, \$32,959.62; Railroad commissioners, \$410.47,	47,909 38
2. General salaries, office expenses and miscellaneous not em-	33,069 37
braced in Classes 3 and 4, [General salaries, \$11,258.32; gas, \$936.10; printing, &c., \$2,928.56; legal, \$511.00; Miscellaneous, \$17,535.49.]	33,000 31
\$2,523.50; legal, \$511.00; Miscellaneous, \$17,535.49.] 3. Insurance premiums and losses by fire and damages for fires	
set by engines,	5,006 16
4. Repairs of locomotives,	32,471 61
5. Repairs of snow-plows,	-
6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses),	_
8. Removing ice and snow,	882 74
9. Fuel— cords of wood, cost \$5,008.63; tons of coal, cost \$54,612.82	59,621 45
10. Water,	-
11. Oil and waste—oil, \$4,198.41; waste, \$1,388.06,	5,586 47
12. Switchmen, \$2,433.84; watchmen, \$3,656.91; flagmen, \$906. 59; and signalmen, \$1,984.71,	8,982 05
13. Rents chargeable to freight and passenger departments.	102 500 02
14. TOTAL, 15. Proportion belonging to passenger department, † \$68,277 11	193,529 23
16. Proportion belonging to freight department, † 125,252 12	
CLASS 3.—Passenger-Train Expenses.	•
1. Repairs of passenger, mail and baggage cars,	10,467 66
2. New passenger, mail and baggage cars (charged to operating expenses),	-
3. Damages and gratuities, passenger,	1,928 28
4. Salaries, wages and incidentals of passenger department, .	40,676 80
5. Amount paid other corporations or individuals not operating roads, for use of passenger cars, and repairs of same, ‡ .	_
6. Total,	53,072 74
CLASS 4.—Freight-Train Expenses.	
1. Repairs of freight cars,	38,678 53
2. New freight cars charged to operating expenses,	0 4~1 1-
3. Damages and gratuities, freight,	2,471 15

Including labor and materials in new sidings.
 † Computed on gross receipts from passenger and freight departments.
 ‡ As the Pullman, Wagner, or other drawing-room and sleeping-cars.

 Salaries, wages and incidentals of freight department, Paid corporations or individuals not operating roads for use 	\$109,295 67
of freight cars,	150,445 35
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	499,214 02
8. Per mile of the road operated,	400,214 02
9. Per mile of single track operated, not including sidings,	
10. Per train milé, 1.268	
11. Proportion for Massachusetts,	
Net Income, Dividenda, &c.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is compared.	\$ 351,280 44
is computed, 3. Net income above operating expenses and amount paid for rent of roads,	351,280 44
4. Percentage of same to capital stock and debt, . 13.06 5. Percentage to total means applied to construc-	001,000 41
tion, equipment, &c., 10.25	
6. Paid for interest, 7. Dividends declared, 10 per cent. for the year, amount,	27,466 67 239,780 00
8. Date of last dividend declared,	July 10, 1874
9. Balance for the year, or surplus,	84,033 77
O. Surplus at commencement of the year,a	714,783 03 798,816 80
2. Paid to sinking funds in hands of trustees,	-
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECRIPTS from passenger department, as per "Revenue for the Year," No. 6,	A 0000 0000 00
2. (Total receipts per train mile, \$1.582.)	\$265,687 50
3. Expenses, proportion of "Maintenance of Way and Build-	96 044 41
ings," as per Class 1, No. 9,	36,044 41
4. Expenses, proportion of "General-Traffic Expenses," as per Class 2, No. 15,	68,277 11
5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	53,072 74
6. Total expenses,	157,394 26
8. NET EARNINGS,	108,293 24
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. Total receipts from freight department, as per "Revenue	
for the Year," No. 10,	\$487,272 91
2. (Total receipts per train mile, \$2.159.) 3. Expenses, proportion of "Maintenance of Way and Build-	
ings," as per Class 1, No. 10, . 4. Expenses, proportion of "General-Traffic Expenses," as per Class 2, No. 16,	66,122 29
Class 2, No. 16,	125,252 12
5. Expenses, "Freight-Train Expenses," as per Class 4, No. 6, . 6. TOTAL EXPENSES,	150,445 35 341,819 76
7. (Total expenses per train mile, \$1.515.)	011,013 10
8. NET EARNINGS,	145,453 15
o. (1100 carmings her mann mine; \$0.044.)	

General Balance Sheet at Closing of Accounts, September 30, 1874.

General Denvice under		1	_	, septemeer	90, 191Z
Dellaced and confirmant		,	Dre.	40 010 004 C	M
Railroad and equipment, .	•	•	• •	\$2,613,694 9	
Extension railroad,	•	•		177,544 9	
Junction railroad,	- '~-	•	• • .•	54,941 6	
Stock Nor. & New York Tran	s. Co.	,		970,000 0	
Surplus real estate,	•	•	• • • •	2,924 5	98
Expenses 2d track to New Lo			. \$5,033 80		
Expenses land at Winthrop's	Poin	t,	. 4,700 00	9,733 8	20
Nom shore				•	
New shops,	•	•	• • •	155,372 5	
New wharf,	• .	•		110,949 1	- \$3,395,160 29
Inventory,	_	_			. 80,662 97
Bills receivable.	•	•		\$146,899 9	
Farmers' Loan and Trust Co.,	•	•		2,554 0	
Railroad viaduct at Worceste		•	• • •	32,492 0	
Boston, Hartford & Eric Rail	•	Ċ	• • •	22,093 8	
Boston & Albany Railroad Co				4,749 8	
Hartford, Providence & Fitch				8 1	
E. E. Andrews, agent, .	nark	Trees	urona co., .	6,610 5	-
D. K. Prior, agent,	•	• .	· · ·	•	
	•	•		1,073 4	
S. Gleason, agent,	•	•	• • •	1,156 7	
D. S. Shumway, agent, F. B. Johnson, agent,	•	•		4,570 8	
,	•	•		289 9	-
J. F. French, agent,	•	•		3,185 2	
Worcester Junction expenses,	•	•		240 0	
Post-office department, .	·	•		90 6	
Norwich & New York Trans.	Co.,	•		21 8	_
Thames National Bank, .		•		9,627 4	
New Haven, M. & W. Railroa	d Co.	•		157 7	
A. and P. Roberts & Co.,	•	•		75 4	
Commissioners of sinking fun	d.a			\$364,000 0	– 235,889 84 10
State of Massachusetts in tru	•			400,000 0	
G. L. Perkins, Treasurer, in tr	•	•		19,000 0	
or are relating arounded, in the	,	•		10,000	783,000 00
•					
			O-m		\$4,494,713 10
Carital stock		•	Cr.	A 0 000 400 0	•
Capital stock,	•	•	***********	\$ 3,023,400 0	U
Massachusetts loan,	•	•	\$400,000 00		
Railroad bonds, No. 5,	•	•	1,000 00		
Construction bonds,	•	•	150,000 00		
Bills payable,	•	•	95,000 00	646,000 0	M
Special account 33d, 34th an	id 351	th		040,000 0	~
dividend preferred stock,	•	•	\$16 5 0 0		
Amounts carried forward,	•	•	\$165 00	\$3,669,400 0	0
a Commissioners' sinking fund ac Annual payment to commission Accrued interest on investment	ier of a	Sepi sinki	i. 30, 1873, ng fund, Dec. 1	, 1878,	\$345,000 00 10,000 00 9,000 00

Amounts brought forward, \$165 00 \$3,669,400 00 Special account 4th dividend preferred stock,		****		
ferred stock,	• • • • • • • • • • • • • • • • • • • •	\$ 165 00	\$3,669,400 0	U
Special account 29th, 30th and 32d dividend preferred stock,		45.00		
dividend preferred stock,		40 00		
Special account 5th and 6th dividend preferred stock,		265 00		
Special account 13th dividend preferred stock,				
Special account 13th dividend preferred stock,	-	190 00		
Special account 14th dividend preferred stock,				
ferred stock,	ferred stock,	1,020 00		
Special accounts 17th, 22d and 23d dividends preferred stock,	Special account 14th dividend pre-			
dividends preferred stock, 1,279 00 New London Northern Railroad Co., 19,477 98 Interest on railroad bonds No. 5, 1,169 32 Interest on construction bonds, 2,625 00 Profit and loss, \$129,892 64 Sinking fund,		260 00		
New London Northern Railroad Co., 19,477 98 Interest on railroad bonds No. 5, 1,169 32 Interest on construction bonds, 2,625 00 Profit and loss, \$129,892 64 Sinking fund, 364,000 00 Steamboat stock expenses and receipts, 304,924 16 Description of Road. 1. Date when the road or portions thereof were opened for public use:— From Norwich to Worcester, 2. Length of main line of road, from Norwich to Worcester, 4. Length of fomile track on main line, 5. Branches owned by company, 4. Allyn's Point (single track), length, 5. Total length of branches owned by company, 7. Total length of branches owned by company in Massachusetts, 8. Total length of branches owned by company, 7. Total length of branches owned by company in other States [Connecticut], 5. Length of double track on branches, 5. 1. Total length of troad length of steleralis in tracks belonging to this company, computed as single track, 5. 13.6 miles. 13.6 miles. 13.6 miles. 15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 16. Total length of steel rails in tracks belonging ing to this company, (Weights per yard, 56 lbs.) 17. Number of spans of bridges of 25 feet and up-				
Interest on railroad bonds No. 5, 1,169 32 Interest on construction bonds, 2,625 00 Profit and loss, . \$129,892 64 Sinking fund,		.		
Interest on construction bonds, 2,625 00 Profit and loss,	. Ti di di di di di di di di di di di di di			
Profit and loss,	•	•		
Profit and loss,	interest on construction bonus, .	2,025 00	96 406 20	
Sinking fund,	Profit and loss	\$199.899.64	20,450 30	
Description of Road. 1. Date when the road or portions thereof were opened for public use:— From Norwich to Worcester, Length of main line of road, from Norwich to Worcester, Length of main line of road in Massachusetts, In other States [Connecticut], Length of double track on main line, Branches owned by company, Allyn's Point (single track), length, Total length of branches owned by company in Massachusetts, Total length of branches owned by company in other States [Connecticut], Length of double track on branches, Total length of branches owned by company in Massachusetts, S. Total length of sidings and other tracks not above enumerated, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Total length of steel rails in tracks belonging to this company, computed as single track, Same in Massachusetts, Total length of steel rails in tracks belonging to this company, computed as single track, Same in Massachusetts, Same in Massachusetts, Total length of steel rails in tracks belonging to this company, computed as single track, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachusetts, Same in Massachuset		- · · · · · · · · · · · · · · · · · · ·		
Description of Road. 1. Date when the road or portions thereof were opened for public use:— From Norwich to Worcester, 2. Length of main line of road, from Norwich to Worcester, Length of main line of road in Massachusetts, In other States [Connecticut], 4. Length of double track on main line, 5. Branches owned by company, Allyn's Point (single track), length, 6. Total length of branches owned by company in Massachusetts, 8. Total length of branches owned by company in other States [Connecticut], 9. Length of double track on branches, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 16. Total length of steel-top rails in tracks belonging to this company, (Weights of spans of bridges of 25 feet and up-	•	001,000 00		
Description of Road. 1. Date when the road or portions thereof were opened for public use:— From Norwich to Worcester,		304,924 16		
Description of Road. 1. Date when the road or portions thereof were opened for public use:— From Norwich to Worcester,	• ,		798,816 80	
1. Date when the road or portions thereof were opened for public use:— From Norwich to Worcester,		•		\$4,494,713 10
1. Date when the road or portions thereof were opened for public use:— From Norwich to Worcester,				
1. Date when the road or portions thereof were opened for public use:— From Norwich to Worcester, 2. Length of main line of road, from Norwich to Worcester,* Length of main line of road in Massachusetts, In other States [Connecticut], 4. Length of double track on main line, 5. Branches owned by company, Allyn's Point (single track), length, 6. Total length of branches owned by company, 7. Total length of branches owned by company in other States [Connecticut], 9. Length of double track on branches, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 16. Total length of steel-top rails in tracks belonging ing to this company, 17. Number of spans of bridges of 25 feet and up-	Description of Road.			
opened for public use: From Norwich to Worcester, Length of main line of road, from Norwich to Worcester, Length of main line of road in Massachusetts, In other States [Connecticut], Length of double track on main line, Branches owned by company, Allyn's Point (single track), length, Total length of branches owned by company, Total length of branches owned by company in other States [Connecticut], Length of double track on branches, Total length of branches owned by company in other States [Connecticut], Length of double track on branches, Total length of sidings and other tracks not above enumerated, April 1, 1840. 79.4 miles. 7 miles. 7 miles. 7 miles. 7 miles. 10. Total length of branches owned by company in other States [Connecticut], Massachusetts, 11. Aggregate length of sidings and other tracks not above enumerated, Massachusetts, Mapril 1, 1840. 17. Miles. 17.4 miles. 18. Total length of branches owned by company, Miles. 19. Length of double track on main line, Massachusetts, Mapril 1, 1840. 19. 4 miles. 17. Miles. 18. Total length of branches owned by company, Miles. 19. Total length of sidings and other tracks not above enumerated, Mapril 1, 1840. 19. 4 miles. 17. Miles. 18. Total length of branches owned by company, Miles. 19. Total length of sidings and other tracks not above enumerated, Massachusetts, Mapril 1, 1840. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19. 4 miles. 19		thereof were		
2. Length of main line of road, from Norwich to Worcester,* Length of main line of road in Massachusetts, In other States [Connecticut],	opened for public use:—			
Worcester,* Length of main line of road in Massachusetts, In other States [Connecticut], 4. Length of double track on main line, 5. Branches owned by company, Allyn's Point (single track), length, 6. Total length of branches owned by company, 7. Total length of branches owned by company in Massachusetts, 8. Total length of branches owned by company in other States [Connecticut], 9. Length of double track on branches, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 16. Total length of steel-top rails in tracks belonging to this company, 17. Number of spans of bridges of 25 feet and up-	From Norwich to Worcester,		April 1, 1840	0.
Length of main line of road in Massachusetts, In other States [Connecticut],		n Norwich to	59.4 miles.	
4. Length of double track on main line, 5. Branches owned by company, Allyn's Point (single track), length, 6. Total length of branches owned by company, 7. Total length of branches owned by company in Massachusetts, 8. Total length of branches owned by company in other States [Connecticut], 9. Length of double track on branches, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 16. Total length of steel-top rails in tracks belonging ing to this company, 17. Number of spans of bridges of 25 feet and up-	Length of main line of road in M	assachusetts,		
5. Branches owned by company, Allyn's Point (single track), length, Company, Total length of branches owned by company, Total length of branches owned by company in Massachusetts, Company, Length of double track on branches, Company, Company to this company, Company to this company, Aggregate length of sidings and other tracks not above enumerated, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, computed as single track, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, company, Company, comp	In other States [Connecticut], .	· · ·	42 miles.	
6. Total length of branches owned by company, 7. Total length of branches owned by company in Massachusetts, 8. Total length of branches owned by company in other States [Connecticut], 9. Length of double track on branches, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 16. Total length of steel-top rails in tracks belonging ing to this company, 17. Number of spans of bridges of 25 feet and up-	5. Branches owned by company.	пе,	-	-
7. Total length of branches owned by company in Massachusetts,	Allyn's Point (single track), lengt	h,	7 miles.	
Massachusetts. 8. Total length of branches owned by company in other States [Connecticut],	6. Total length of branches owned	by company,		7 miles.
8. Total length of branches owned by company in other States [Connecticut],	Massachusetts	y company in		_
9. Length of double track on branches,	8. Total length of branches owned by	y company in		
10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated,		• • • • • • • • • • • • • • • • • •		7 miles.
11. Aggregate length of sidings and other tracks not above enumerated,			-	66.4 miles.
12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 16. Total length of steel-top rails in tracks belonging to this company, 17. Number of spans of bridges of 25 feet and up-	11. Aggregate length of sidings and	other tracks		
13. Aggregate length of tracks belonging to this company, computed as single track,		• • •		
company, computed as single track,		nging to this	4.1 mnes.	
15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 56 lbs.) 16. Total length of steel-top rails in tracks belonging to this company, 17. Number of spans of bridges of 25 feet and up	company, computed as single t			
to this company, (Weights per yard, 56 lbs.) 16. Total length of steel-top rails in tracks belonging to this company, 17. Number of spans of bridges of 25 feet and up-	14. Same in Massachusetts,	ba balancing	21.5 miles.	1.5 !1
16. Total length of steel-top rails in tracks belonging to this company,	to this company.	re perousing		1.5 miles.
ing to this company,	(Weights per yard, 56 lbs.)			
17. Number of spans of bridges of 25 feet and up-	16. Total length of steel-top rails in t	racks belong-		
		feet and un-	-	-
			22	
		<u>l</u>		

8 19

18.	Number	of	iron	bridges	(agg	greg	ate	len	gth,
90	feet, 19								
19.	Number o	fw	oode	n bridges	(ag.	l'gt	h, 2	707	ft.).

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Lengt	th.	When t	uilt.
Central Village, Conn., Griswold (Tadpole), .		Iron,	72 feet, 21 feet,	3 7	July, 1874 August, 1	
21. Number of cros 22. Number of cros 23. Number of cro road, . 24. Number of high 25. Number of high above track, 26. Number of cros are maintain 27. Number of cros gates nor fla 28. Number of rail ing each, 29. Number of rail roads, specif 30. Number of rail roads, specify	sings of highy ssings of high nway bridges I hway bridges sings at which ed, ssings at which gmen, road crossings road crossings ying each, road crossings	vays over railron tways under rails 8 feet above trace less than 18 fe a gates or flagment at there are neith at grade, specifies over other rail	il- k, 2 et 4 en 9 er 52 y- 4	-		
ROADS BELONGING ATED BY THIS CO TRACT.						
35. Total miles of 136. Total miles of 156. Total miles of 157. Number of stathis company 157. Total miles of telegrations, 157. Number of telegrations, 157. Number of telegrations, 157. Number of telegrations, 157. Number of telegrations, 157. Number of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of telegrations of	road operated setts, chusetts, aph on line of aph owned by graph offices igraph stations	by this compar- oads operated 1 road operated 1 this company, in company's st operated by the operated joint	by 7 a- 7 is 2		66.4	

Rolling Stock.

	•	Total number.	Value.	Per mile road operated.
1.	Locomotives (average weight of engines in working order, 25 tons)	21	-	.316
2.	Tenders (average weight of tenders full of fuel and water, 15 tons),	-	-	_
	(Average joint weight of engines and tenders, 40 tons.)			
	(Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 40 ft. 8 in.) (Total length of heaviest engine and tender			
	over all, 49 ft. 6 in.) Snow-plows (average weight, 12 tons), Passenger cars (average weight, 16 tons), Passenger cars (maximum weight,).	· 15	- -	.226
7.	Mail and baggage cars (aver. weight, 15‡ tons), .	7	-	.106
8.	8-wheel box freight cars (av. weight, 81 tons), .	226	-	3.404
	4-wheel box freight cars (av. weight, 41 tons), . 8-wheel platform cars (av. weight, 7 tons),	30 178	_	.552 2.681
11.	4-wheel platform cars (av. weight,), .		_	-
	Other cars (coal, [4 wheels, 41 tens]),	208	-	3.132
13.	Total value,	• •	-	
	Total freight cars, including coal, &c., on a basis of 8 wheels,	523	_	7.876
15.	Number of locomotives equipped with train brakes,	1	-	-
16.	(Kind of brake, Smith's Vacuum.) Number of cars equipped with train brakes,	4	<u>-</u> ·	-
17.	(Kind of brake, Smith's Vacuum.) Number of passenger cars with Miller platform and buffer,	4	-	-
	Mileage, Traffic, &c.			
1. 2.	Miles run by passenger trains,		167,903	
3.	cluding stops,		les per hour.	
4 . 5.	cluding stops, Miles run by freight trains, Rate of speed of express freight trains, includ-		25 miles per 219,250	hour.
	ing stops,	17 mi	les per hour.	
7.	including stops,	15 mi	les per hour.	•
	poses [wood and repairs],	1	6,400	
	Total train miles run,	1		393,553
₹.	Number of through passengers (whole length of road),	}	23,360	
10.	Number of local passengers (over part of road),		348,935	

1. Total number of passengers carried,	A	372,295
one mile,	4	6,410,103
3. Passenger mileage to and from other roads,	1,824,725	0,110,100
4. Number of tons carried,	299,810	
5. Total freight mileage, or tons carried one mile		11,333,095
6. Freight mileage to and from other roads, .	5,329,951	21,000,000
7. Highest rate of fare per mile, for any distance		
8. Lowest rate of fare per mile, for any distance		
(single fare),	. 3.33 cents.	
9. Average rate of fare per mile (not including	2	
season tickets) received from passengers or		
roads operated by this company,	. 3.5 cents.	
0. Average rate of fare per mile received from	n	
passengers to and from other roads," .	. 3.75 cents.	
1. Average rate of fare per mile for season-ticker	t	
passengers, reckoning one round trip per		3.
day to each ticket, t	90 cent.	
Average rate of fare per mile for all passengers		
3. Highest rate of freight per ton per mile, for		
any distance,	. 30 cents.	
 Lowest rate of freight per ton per mile, for any 	y	
distance,	. 2.50 cents.	
5. Average rate of freight per ton per mile or		
roads operated by this company,	4.40 cents.	
6. Average rate of freight per ton per mile to and		
from other roads,*	. 2.33 cents.	
7. Average number of cars in passenger trains		
including baggage cars,	3.5	
8. Average number of cars in freight trains (basis	. 22	
of 8 wheels),		
Average weight of passenger trains, including locomotive and tender, in working order, ex		
clusive of passengers,	. 97 tons.	
O. Average weight of freight trains, including		
locomotive and tender, in working order, ex		0.40
clusive of freight,	. 224 tons.	
1. Number of persons regularly employed by com		
pany, including officials,	. 390	

* After deducting all allowances for tolls or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

Classification of Business.				
Passengers. 1. Passengers coming from other States,* 2. Passengers going to other States,* 3. Passengers travelling only within this State 4. Total season-ticket passengers (round trip),	•	•	:	44,458 47,938 95,653 150

^{*} Apply only to roads crossing the State line.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal.	40,607	16	_	_	
2. Bituminous coal	9,204	ì	1 -	1	_
3. Petroleum.	11	85	20	- 1	_
4. Railroad iron, including steel and steel-capped rails,	640	420	826	_	
5. Castings and other iron,	8,944	1,371	154	1 []	_
6. Other metals,	238	1,011	104	1 []	_
7. Iron and other ores,	938	_ •	83		
8. Stone and brick,	2,249	201	907	· _	_
9. Lime, cement and sand, .	759	240	150	_	_
lo. Lumber.	1,795	1,282	1,784	-	_
11. Ice,	1	600		1	_
12. Live stock,	807	886	48	- 1	_
18. Dressed carcasses, smoked			i	1	
and salted meats,	894	18	47	i	_
14. Flour.	230	2,309	2,183	-	_
15. Grain,	289	8,218	2,877	- 1	_
is. Other agricultural products, .	82	45	50	-	-
17. Manufactures not included			i .		
above.*	5,861	45,072	2,859	- 1	-
18. Merchandise,*	16,619	11,620	5,194	- 1	-
19. Other articles,	7,045	9,309	807	-	
0. Total tons carried,	90,658	76,191	16,943		-

Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

List of Accidents in Massachusetts.

			SES BEYOND N CONTROL.	FROM THEIR DUCT OR CA	Total.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		-	_	_	-	_	-
Employés, .		_	-	-	_	- ·	
Others, .	•	-	-		3	-	3

Statement of each Accident.

October 21, 1873.—Alexander McNab was found dead on track at North Webster by train No. 17; supposed to have been run over by No. 16. Age, 30 years.

October 22.—James McGrail had a leg crushed by jumping from train No. 16, at Worcester Junction.

March 3, 1874.—A milk wagon was struck at Southgate Street crossing, Worcester, by train No. 1. The driver, Braman Rich, of Auburn, was somewhat injured.

A. F. SMITH, President, G. L. PERKINS, Treasurer, Of Norwich & Worcester Railroad Company.

STATE OF CONNECTICUT.

NEW LONDON COUNTY, ss. NORWICH, Nov. 2, 1874. Then personally appeared A. F. Smith and G. L. Perkins, before me, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN C. KELLOGG, Justice of the Peace.

Name and Residence of Officers.

Alba F. Smith, President; George L. Perkins, Tressurer; P. St. M. Andrews, Superintendent; Edward T. Clapp, Searclary; Ebeneser F. Parker, Master Transportation; George A. Harris, Chief Freight Clark,—all of Norwich, Conn. Directors.—A. F. Smith, John F. Slater, Francis H. Dewey, George W. Gill,

Charles W. Smith, Bobert Bayard, William F. Weld, Edward L. Davis.

Proper Address for the Company.

NORWICH & WORCESTER BAILROAD COMPANY, NORWICK, CONN.

REPORT

OF THE

OLD COLONY RAILROAD COMPANY,

FOR THE WEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.	
CAPITAL STOCK. 1. Capital stock authorized by charter, 2. Capital stock authorized by votes of company,	\$7,949,980 00 7,949,980 00
3. Capital stock issued (number of shares, 66,873); amount paid in,	6,687,300 00
4. Capital stock paid in on shares not issued (number of shares,),	\$6,687,300 00
6. Capital stock paid in per mile of road owned by company.	25,234 14
7. Capital stock paid in, proportion for Massachusetts.	6,278,001 69
8. Capital stock, number of shares issued not entitled to dividends,	407
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).	
10. Number of stockholders,	3,881 6,091,500 00
12. Number of stockholders in Massachusetts,	3,608
DEBT.	
13. Funded debt,	4,438,000 00
equipment or purchase of property,† 16. Unfunded debt incurred for any other purpose,	858,132 73 '
and for what,	12
17. Other debts—current credit balances, &c.,	68,416 76
 Total debt liabilities, Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not repre- 	5,364,549 49
sent permanent investments,	4,708,053 41
20. Proportion of same for Massachusetts,* 21. Proportion of same per mile of road,	4,419,896 16 17,765 57
22. Contingent liabilities as guaranter of bonds or debts of other corporations, specifying same,—	11,100 01
Bonds of South Shore Railroad Co., due Oct. 1, 1881,	125,000 00

[•] Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

a See balance sheet.

	Į.	
Cash Realized, &c.	1	
23. Total cash realized from capital and debt in-	ş.	
	\$11,983,432	72
curred for construction, equipment, &c.,	A11,200,49E	10
24. Total amount of income which has been ex-	į.	
pended (in addition to funds derived from	1	
capital and debt) in construction, equip-		
ment, and purchase of property,	l _	_
] _	_
25. Total means applied to construction,	Į.	*** *** ***
EQUIPMENT AND PURCHASE OF PROPERTY, .	1	\$ 11,8 23 ,806 81
26. Proportion of above for Massachusetts,*	11,062,393	48
	,,	•
Out of Dead Parlament and Dumenta		
Cost of Road, Equipment and Property.	l .	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY	L	
COMPANY.	P	
1. Grading and masonry,	\$2,307,810	01
	464,000	91
2. Bridging [and wharves],	464,908	88
3. Superstructure, including rails,	2,379,753	58
4. Land, land damages and fences,	1,848,644	
5. Passenger and freight stations, wood-sheds and		
water stations	1 045 400	70
water stations,	1,045,437	
6. Engine-houses, car-sheds and turn-tables,	271,299	
7. Machine shops,	134,270	02
8. Interest paid during construction, discount, &c.,	205,228	
	, 200,200	
9. Engineering, agencies, salaries and other ex-		
penses during construction,	687,096	
10. Total expended for construction,	l	\$ 9,344,450 7 5
11. Average cost of construction per mile of road	1	- , ,
built by company,	35,707	2 6
12. Same per mile of single track built by com-	50,707	50
		••
pany, not including sidings,	34,230	01
13. Proportion of cost of construction for Massa-	1	
chusetts,*	8,765,313	73
	9,.00,010	
Powersman	!	
EQUIPMENT.		
14. Locomotives (number, 64),	395,976	16
14. Locomotives (number, 64),	395,976	16 _
14. Locomotives (number, 64),		-
 14. Locomotives (number, 64),	305,498	27 _
 14. Locomotives (number, 64),	305,498 432,418	27 31
 14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 	305,498	27 31 45
 14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 	305,498 432,418	27 31 45
 Locomotives (number, 64), Snow-plows on wheels (number, none), Passenger, mail and baggage cars (number, 162), Freight and other cars (number, 1,224), Machinery and tools, Total for equipment, 	305,498 432,418	27 31
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road	305,498 432,418 40,832	27 31 45 1,174,725 19
 Locomotives (number, 64), Snow-plows on wheels (number, none), Passenger, mail and baggage cars (number, 162), Freight and other cars (number, 1,224), Machinery and tools, Total for equipment, Average cost of equipment per mile of road operated by company, 	305,498 432,418 40,832 4,432	27 31 45 1,174,725 19 76
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road	305,498 432,418 40,832	27 31 45 1,174,725 19 76
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts,*	305,498 432,418 40,832 4,432	27 31 45 1,174,725 19 76
 Locomotives (number, 64), Snow-plows on wheels (number, none), Passenger, mail and baggage cars (number, 162), Freight and other cars (number, 1,224), Machinery and tools, Total for equipment, Average cost of equipment per mile of road operated by company, 	305,498 432,418 40,832 4,432	27 31 45 1,174,725 19 76
 Locomotives (number, 64), Snow-plows on wheels (number, none), Passenger, mail and baggage cars (number, 162); Freight and other cars (number, 1,224), Machinery and tools, Total for equipment, Average cost of equipment per mile of road operated by company, Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUD-	305,498 432,418 40,832 4,432	27 31 45 1,174,725 19 76
 Locomotives (number, 64), Snow-plows on wheels (number, none), Passenger, mail and baggage cars (number, 162), Freight and other cars (number, 1,224), Machinery and tools, Total for equipment, Average cost of equipment per mile of road operated by company, Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.	305,498 432,418 40,832 4,432	27 31 45 1,174,725 19 76
 Locomotives (number, 64), Snow-plows on wheels (number, none), Passenger, mail and baggage cars (number, 162), Freight and other cars (number, 1,224), Machinery and tools, Total for equipment, Average cost of equipment per mile of road operated by company, Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. Dorchester & Milton branch, original cost, 	305,498 432,418 40,832 4,432 1,102,826	27 - 31 · 45 1,174,725 19 76 35
 Locomotives (number, 64), Snow-plows on wheels (number, none), Passenger, mail and baggage cars (number, 162), Freight and other cars (number, 1,224), Machinery and tools, Total for equipment, Average cost of equipment per mile of road operated by company, Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. Dorchester & Milton branch, original cost, purchased for 	305,498 432,418 40,832 4,432	27 - 31 · 45 1,174,725 19 76 35
 Locomotives (number, 64), Snow-plows on wheels (number, none), Passenger, mail and baggage cars (number, 162), Freight and other cars (number, 1,224), Machinery and tools, Total for equipment, Average cost of equipment per mile of road operated by company, Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. Dorchester & Milton branch, original cost, purchased for 	305,498 432,418 40,832 4,432 1,102,826	27 - 31 · 45 1,174,725 19 76 35
14. Locomotives (number, 64),	305,498 432,418 40,832 4,432 1,102,826	27 - 31 - 45 1,174,725 19 76 35
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 22. Dorchester & Milton branch, original cost, purchased for 23. Stock of South Shore Railroad, shares, purchased for	305,498 432,418 40,832 4,432 1,102,826	27 - 31 - 45 1,174,725 19 76 35
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, 22. Proportion for Massachusetts, 23. Stock of South Shore Railroad, shares, purchased for 24. Stock of South Shore Railroad, shares, purchased for 25. Other securities, viz.:—	305,498 432,418 40,832 4,432 1,102,826 36,937 134,647	27 31 45 1,174,725 19 76 35
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, 22. Proportion for Massachusetts, 22. Dorchester & Milton branch, original cost, purchased for 23. Stock of South Shore Railroad, shares, purchased for 25. Other securities, viz.:— Notes of Duxbury & Cohasset Railroad, Co.,	305,498 432,418 40,832 4,432 1,102,826	27 31 45 1,174,725 19 76 35
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 22. Dorchester & Milton branch, original cost, purchased for 23. Stock of South Shore Railroad, shares, purchased for 25. Other socurities, viz.:— Notes of Duxbury & Cohasset Railroad, Co., 26. Steamboat property, stock in Nantucket &	305,498 432,418 40,832 4,432 1,102,826 36,937 134,647	27 31 45 1,174,725 19 76 35
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 22. Dorchester & Milton branch, original cost, purchased for 23. Stock of South Shore Railroad, shares, purchased for 25. Other socurities, viz.:— Notes of Duxbury & Cohasset Railroad, Co., 26. Steamboat property, stock in Nantucket &	305,498 432,418 40,832 4,432 1,102,826 36,937 134,647	27 31 45 1,174,725 19 76 35
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 22. Dorchester & Milton branch, original cost, purchased for 23. Stock of South Shore Railroad, shares, purchased for 25. Other securities, viz.:— Notes of Duxbury & Cohasset Railroad, Co., 26. Steamboat property, stock in Nantucket & Cape Cod Steamboat Company, nominal	305,498 432,418 40,832 4,432 1,102,826 36,937 134,647 66,937	27 - 31 - 45 1,174,725 19 76 35 88 84 50
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 22. Dorchester & Milton branch, original cost, purchased for 23. Stock of South Shore Railroad, shares, purchased for 25. Other securities, viz.:— Notes of Duxbury & Cohasset Railroad, Co., 26. Steamboat property, stock in Nantucket & Cape Cod Steamboat Company, nominal amount , purchased for	305,498 432,418 40,832 4,432 1,102,826 36,937 134,647	27 - 31 - 45 1,174,725 19 76 35 88 84 50
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, 22. Proportion for Massachusetts, 23. Stock of South Shore Railroad, original cost, purchased for 24. Stock of South Shore Railroad, shares, purchased for 25. Other securities, viz.:— Notes of Duxbury & Cohasset Railroad, Co., 26. Steamboat property, stock in Nantucket & Cape Cod Steamboat Company, nominal amount , purchased for . Steamboat property, stock in Old Colony Steam-	305,498 432,418 40,832 4,432 1,102,826 36,937 134,647 66,937	27 - 31 - 45 1,174,725 19 76 35 88 84 50
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 22. Dorchester & Milton branch, original cost, purchased for 23. Stock of South Shore Railroad, shares, purchased for 25. Other socurities, viz.:— Notes of Duxbury & Cohasset Railroad, Co., 26. Steamboat property, stock in Nantucket & Cape Cod Steamboat Company, nominal amount, purchased for Steamboat property, stock in Old Colony Steamboat Company, nominal amount,	305,498 432,418 40,832 4,432 1,102,826 36,937 134,647 66,937 30,681	27 31 45 1,174,725 19 76 35 88 88 84 50
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, 22. Proportion for Massachusetts, 23. Stock of South Shore Railroad, original cost, purchased for 24. Stock of South Shore Railroad, shares, purchased for 25. Other securities, viz.:— Notes of Duxbury & Cohasset Railroad, Co., 26. Steamboat property, stock in Nantucket & Cape Cod Steamboat Company, nominal amount , purchased for . Steamboat property, stock in Old Colony Steam-	305,498 432,418 40,832 4,432 1,102,826 36,937 134,647 66,937 30,681	27 31 45 1,174,725 19 76 35 88 88 84 50
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts,* PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 22. Dorchester & Milton branch, original cost, purchased for 23. Stock of South Shore Railroad, shares, purchased for 25. Other securities, viz.:— Notes of Duxbury & Cohasset Railroad, Co., 26. Steamboat property, stock in Nantucket & Cape Cod Steamboat Company, nominal amount, purchased for Steamboat property, stock in Old Colony Steamboat Company, nominal amount, purchased for	305,498 432,418 40,832 4,432 1,102,826 36,937 134,647 66,937 30,681	
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 22. Dorchester & Milton branch, original cost, purchased for 23. Stock of South Shore Railroad, shares, purchased for 25. Other securities, viz.:— Notes of Duxbury & Cohasset Railroad, Co., 26. Steamboat property, stock in Nantucket & Cape Cod Steamboat Company, nominal amount 27. Steamboat property, stock in Old Colony Steamboat Company, nominal amount 28. Lands in different localities,	305,498 432,418 40,832 4,432 1,102,826 36,937 134,647 66,937 30,681 741,000 294,425	
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, 22. Dorchester & Milton branch, original cost, purchased for 23. Stock of South Shore Railroad, shares, purchased for 25. Other securities, viz.:— Notes of Duxbury & Cohasset Railroad, Co., 26. Steamboat property, stock in Nantucket & Cape Cod Steamboat Company, nominal amount , purchased for Steamboat property, stock in Old Colony Steamboat Company, nominal amount, purchased for 28. Lands in different localities, 29. Other property purchased,	305,498 432,418 40,832 4,432 1,102,826 36,937 134,647 66,937 30,681	27 - 31 - 45 1,174,725 19 76 35 88 84 50 67 00 98
14. Locomotives (number, 64), 15. Snow-plows on wheels (number, none), 16. Passenger, mail and baggage cars (number, 162), 17. Freight and other cars (number, 1,224), 18. Machinery and tools, 19. Total for equipment, 20. Average cost of equipment per mile of road operated by company, 21. Proportion for Massachusetts, PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. 22. Dorchester & Milton branch, original cost, purchased for 23. Stock of South Shore Railroad, shares, purchased for 25. Other securities, viz.:— Notes of Duxbury & Cohasset Railroad, Co., 26. Steamboat property, stock in Nantucket & Cape Cod Steamboat Company, nominal amount 27. Steamboat property, stock in Old Colony Steamboat Company, nominal amount 28. Lands in different localities,	305,498 432,418 40,832 4,432 1,102,826 36,937 134,647 66,937 30,681 741,000 294,425	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

21 Proporty in Massachusetta (including propor	}	
31. Property in Massachusetts (including proportion of equipment),	1 _	_
32. WHOLE AMOUNT OF PERMANENT INVEST-	1	
MENTS,	\$11,823,806	81
33. Proportion for Massachusetts,	11,100,126	60
34. Total property and assets of the com-		A10 870 084 10
PANY,		\$12,750,974 18
35. Amount of sinking and contingent funds and their purpose,	l	_
the purpose, the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the terms of the t		
The self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-transfer of the self-	. T	
Expenditures Charged to Capital Account during	ine rear.	An 000 00
1. Main line, extension or alteration of road,	min a a a b	\$ 7,972 92
2. Branches, extension or alteration of road, specif Middleborough & Taunton Branch,	ying each,—	24,576 00
Granite Branch,		1,924 00
Shawmut Branch,		15,245 36
Wood's Hole Branch,		11,501 25
Wellfleet Extension,		40,516 54
5. Passenger and freight stations, wood-sheds and	i water-sta-	04.000.41
tions,	• • •	24,372 41 13,134 28
6. Engine-houses, car-sheds and turn-tables, [Old Colony Steamboat Co. stock account],		741,000 00
[Nantucket & Cape Cod Steamboat Co. stock ac	count].	30,681 67
[South Shore Railroad Co. stock account], .		272 00
[Note, Duxbury & Cohasset Railroad Co.],		30,000 00
13. Purchase of other roads, specifying what,		-
14. Subscriptions or loans to other roads, specifying		-
15. Any other expenditures charged to capital according same:—	unt, specity-	
Bridging and wharves: Fall River Bridge, \$6,3	98.60 : Som-	
erset Wharf, \$7,684.09,		14,082 69
16. Total,		955,279 12
17. Property sold and credited capital account,—		100.000.00
Bonds of Narragansett Steamship Co.,	• • •	102,600 00
18. Net addition to capital account for the year, .	• • •	852,679 12
Revenue for the Year.		
1. Receipts from local passengers on roads opera	ted by this	
company,		\$1,122,692 63
2. Receipts from passengers from and to other road	s over roads	
operated by this company,		333,622 48
3. Receipts from passengers over other roads as toll	s, or for use	
of cars of this company, 4. Receipts for express [including extra baggage,	2510 051	75,819 36
5. Receipts for mails,	po _j oza.20], .	41,091 67
6. Total receipts from passenger department,		1,573,226 14
7. Receipts from local freight on roads operated l	by this com-	, ,
pany,		582,433 17
8. Receipts from freight from and to other roads	over roads	170 405 00
operated by this company,	or for use of	170,405 02
cars of this company,	01 101 466 01	_
10. Total receipts from freight department,		752,838 19
11. Receipts as rents for use of road and equip	ment, when	.,
leased,		-
12. Total Earnings,	. 6 0 mm 0~	2,326,064 33
13. Per mile of the road operated,	. \$8,777 27	
14. Per mile of road operated,—computed as single track, not including sidings,	. 8,373 46	
15. Per train mile,	. 1.690	1
15. Per train mile,	2,183,697 00	

 Income from other roads, Income from rent of property other than road and equipment, specifying same, Income from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, &c., specifying same), — Gravel carried by construction trains, \$33,286 74 	\$23,888 43
Miscellaneous sources,	72,424 87
20. TOTAL INCOME [including premium on stock, \$32,068], 21. Percentage to capital stock and [net] debt, 22. Percentage to means applied to construction, equipment, &c., 20.49	2,422,377 63
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
 Repairs of road, exclusive of bridges and new rails, New iron rails, deducting old rails sold and on hand (number) 	\$279,472 15
of miles, 15, weight per yard, 56 lbs.),* 3. Steel rails, deducting old rails sold and on hand (number of	46,188 37
miles, 112, weight per yard, 56 lbs.), 4. Repairs of bridges, 5. Repairs of buildings and fixtures (station),	75,024 00 24,194 30 54,307 01
6. Repairs of and additions to machine-shops and machinery, 7. Repairs of fences, road crossings and signs, 8. TOTAL,	8,928 77 5,537 07 493,651 67
9. Proportion of same to passenger department,† \$333,609 80 10. Proportion of same to freight department,† .160,041 87 11. Of the above total there was expended for other than ordi-	
nary repairs,	-
CLASS 2.—General Traffic Expenses.	
1. Taxes, State and local,	\$96,435 40
 Taxes, State and local, General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 	\$ 96,435 40 69,667 39
 Taxes, State and local, General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, Insurance premiums and losses by fire and damages for fires set by engines, 	- ,
 Taxes, State and local, General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, Insurance premiums and losses by fire and damages for fires set by engines, Repairs of locomotives, 	69,667 39
 Taxes, State and local, General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, Insurance premiums and losses by fire and damages for fires set by engines, Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), 	69,667 39 16,719 30
 Taxes, State and local, General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, Insurance premiums and losses by fire and damages for fires set by engines, Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), 	69,667 39 16,719 30 70,816 35 19,170 11
 Taxes, State and local, General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, Insurance premiums and losses by fire and damages for fires set by engines, Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), Removing ice and snow, Fuel—1,202 cords 6 feet of wood, cost \$6,615.37; 28,936 tons 	69,667 39 16,719 30 70,816 35
1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—1,202 cords 6 feet of wood, cost \$6,615.37; 28,936 tons 940 lbs. of coal, cost \$202,431.21,	69,667 39 16,719 30 70,816 35 19,170 11 1,089 94 209,046 58
 Taxes, State and local, General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, Insurance premiums and losses by fire and damages for fires set by engines, Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), Removing ice and snow, Fuel—1,202 cords 6 feet of wood, cost \$6,615.37; 28,936 tons 940 lbs. of coal, cost \$202,431.21, Water, 	69,667 39 16,719 30 70,816 35 19,170 11 1,089 94 209,046 58 6,841 36
1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—1,202 cords 6 feet of wood, cost \$6,615.37; 28,936 tons 940 lbs. of coal, cost \$202,431.21, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men,	69,667 39 16,719 30 70,816 35 19,170 11 1,089 94 209,046 58 6,841 36 19,792 88 61,286 29
1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—1,202 cords 6 feet of wood, cost \$6,615.37; 28,936 tons 940 lbs. of coal, cost \$202,431.21, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men, 13. Telegraph expenses,	69,667 39 16,719 30 70,816 35 19,170 11 1,089 94 209,046 58 6,841 36 19,792 88 61,286 29 6,056 72
1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—1,202 cords 6 feet of wood, cost \$6,615.37; 28,936 tons 940 lbs. of coal, cost \$202,431.21, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men,	69,667 39 16,719 30 70,816 35 19,170 11 1,089 94 209,046 58 6,841 36 19,792 88 61,286 29
 Taxes, State and local, General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, Insurance premiums and losses by fire and damages for fires set by engines, Repairs of locomotives, Repairs of snow-plows, New locomotives (charged to operating expenses), New snow-plows (charged to operating expenses), Removing ice and snow, Fuel—1,202 cords 6 feet of wood, cost \$6,615.37; 28,936 tons 940 lbs. of coal, cost \$202,431.21, Water, Oil and waste, Switchmen, watchmen, flag and signal men, Telegraph expenses, Total, Proportion belonging to passenger department,† \$389,884 	69,667 39 16,719 30 70,816 35 19,170 11 1,089 94 209,046 58 6,841 36 19,792 88 61,286 29 6,056 72
1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—1,202 cords 6 feet of wood, cost \$6,615.37; 28,936 tons 940 lbs. of coal, cost \$202,431.21, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men, 13. Telegraph expenses, 14. Total, 15. Proportion belonging to passenger department,† \$389,884 10 16. Proportion belonging to freight department,† \$389,884 10 16. Proportion belonging to freight department,† \$389,884 10	69,667 39 16,719 30 70,816 35 19,170 11 1,089 94 209,046 58 6,841 36 19,792 88 61,286 29 6,056 72
1. Taxes, State and local, 2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, 3. Insurance premiums and losses by fire and damages for fires set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged to operating expenses), 7. New snow-plows (charged to operating expenses), 8. Removing ice and snow, 9. Fuel—1,202 cords 6 feet of wood, cost \$6,615.37; 28,936 tons 940 lbs. of coal, cost \$202,431.21, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flag and signal men, 13. Telegraph expenses, 14. Total, 15. Proportion belonging to passenger department,† \$389,884 10 16. Proportion belonging to freight department,† \$389,884 10	69,667 39 16,719 30 70,816 35 19,170 11 1,089 94 209,046 58 6,841 36 19,792 88 61,286 29 6,056 72 576,922 32

Including labor and materials in new sidings.
 Computed on gross receipts from passenger and freight departments.

5. Amount paid other corporations or individuals not operating	•
roads, for use of passenger cars, and repairs of same,	\$333,108 20
,	4000,100 20
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars,	39,999 79
2. New freight cars charged to operating expenses,	8,084 25
3. Damages and gratuities, freight,	5,133 01
4. Salaries, wages and incidentals of freight department,	177,066 50
5. Paid corporations or individuals not operating roads for use	
of freight cars,	
6. TOTAL,	230,283 55
7. Total expenses of operating the road, embraced in	
CLASSES 1, 2, 3, 4,	1,633,965 74
8. Per mile of the road operated,	, ,
9. Per mile of single track operated, not includ-	
ing sidings, 5,882 02	
10. Per train mile,	
11. Proportion for Massachusetts, 1,533,959 53	
12. Percentage of expenses to income, 67.45	
Net Income, Dividends, &c.	
· · · · · · · · · · · · · · · · · · ·	*4000 411 00
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$ 788,411 89
2. Amount paid other companies as rent for use of road, speci-	
fying each company, the amount and basis on which rent	
is computed,	-
3. Net income above operating expenses, and amount paid for rent of	
roads,	788,411 89
4. Percentage of same to capital stock and debt, . 6.92	
5. Percentage to total means applied to construction,	
equipment, &c., 6.67	
6. Paid for interest,	281,243 27
7. Dividends declared, 7 per cent. for the year, amount,	460,852 00
2. Data of last dividend declared	Tule 1 1274
8. Date of last dividend declared,	July 1, 1874.
9. Balance for the year, or surplus,	46,316 62
10. Surplus at commencement of the year, a	652,808 07
11. Total surplus [including premium on stock, \$54,039.34].	699,124 69
12. Paid to sinking funds in hands of trustees	-
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. Total receipts from Passenger Department, as per "Rev-	A1 FED 000 11
enue for the Year," No. 6,	\$1,573,226 14
2. (Total receipts per train mile, \$1.722.)	
3. Expenses, proportion of "Maintenance of Way and Buildings,"	
as per Class 1, No. 9,	333,609 80
4. Expenses, proportion of "General Traffic Expenses," as per	
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15,	389,884 10
5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	333,108 20
6. Total expenses,	1,056,602 10
7. (Total expenses per train mile, \$1.156.)	
8. NET EARNINGS,	516,624 04
9. (Net earnings per train mile, \$0.566.)	010,001 01
or (the currings per visit mile) weekly	
	
* As the Pullman, Wagner or other drawing-room and sleeping-cars.	
	A01 071 04
a Premium on stock,	\$21,971 84
Premium on stock,	\$21,971 84 41,821 67
Premium on stock,	. 41,821 67 \$63,793 01
Premium on stock,	. 41,821 67 \$63,793 01
Premium on bonds sold,	\$63,793 01 22,487 15
Premium on bonds sold,	41,821 67 \$63,793 01 22,487 15 \$41,305 86
Premium on bonds sold,	\$63,793 01 22,487 15
Premium on bonds sold,	41,821 67 \$63,793 01 22,487 15 \$41,305 86

44

				_						_		_
Receipts, Expenses,	Not	Bar	ning	1, å e.	, of	Freig	ht D	pert	nent.	1		
1. TOTAL RECEIPTS	from	Frei	ight	Dep	artm	ent,	18 De	r "Re	vent	1e		
for the Year."	No.	10.		-	-			•	•		\$752,838	19
2. (Total receipts p	er tr	ain 1	mile,	\$1.6	523.)						•	
3. Expenses, propor as per Class 1,				ntena	nce o	J Wa	y ana	BM	avngs	,"	160,041	92
4. Expenses, propo	rtion	of	i Ge	neral	Tra	flic F	Cenen	acs."	BA TX	ar l	100,041	04
Class 2, No. 16).						•			. !	187,038	
5. Expenses, "Freig		rain	Exp	enses	," as	per	Class	4, N	o. 6,		230,283	
6. Total expenses p	5,	· ·	· · · ·	010	is v		•	•	•	•	577,363	64
8. NET EARNINGS.											175,474	55
9. (Net earnings pe	r tra	in m	ile,	\$0.37	8.)		-	•	•	1		-
		•										_
General Balan	100 E	heet	at C	Horiz	er of	Accor	ıntı.	Septe	mber	30.	1874.	
					Dr.					,		
Construction	_	_			-			_			\$ 10,519,175	94
Dorchester & Milton	Rai	lma	a Co		••	•	•	•	• •	•	36,937	
South Shore Railros					mt).	•	•	•	•	•	134,647	
Nantucket & Cape (od 8	itear	nbos	st Co	. (ate	ock a	econ:	nt).		٠	30,681	
Old Colony Steambo								/,	•	•	741,000	
Notes of Duxbury &							-,, -	•	••	•	66,937	
Real estate							•	•	•	•	294,425	
Materials on hand,	•	•	•	•	·	•	•	•	•	`	270,671	
Cash,	•	:	•	•		•	•	•	•	•	186,699	
Bills receivable, .	•	•	•	•	•	•	•	•••	•	•	445,863	
Agents' department,	•	•	•,	•	•	•	•	•	•	•	23,943	
	•	•	•	•	•	•	•	•	•	•	20,540	
											\$12,750,974	18
					CR.			. .•				
Capital stock,	•	•	•	•	•	•	•	\$ 6,68	•			٠
Premium on stock,	•	•	•	•	•	•	•		1,039			
Bonds due April 1, 18	,		•	•	•	•	•		3,000			
Bonds due Septembe			•	•	•	•	•	,	0,000			
Bonds due August 1,			•	•	•	•	•	•	0,000			
Bonds due Septembe			•	•	•	•	•		2,000			
Bonds due March 1,			•	•	•	•	•	,	2,000			
Bonds due August ar			iber,	1875	5, C.	C.,	•),500			
Danda dua kumust 16	RR1				•	•	•		5,500			
Bonds due August, 1	ω,							~				
Bills payable, .		•	•		•	•	•		3,132			
Bills payable, . Dividends unpaid,	•	•	:	:	•	•	•		3,132 2,592			
Bills payable, .	•	•	•	•	•	•	•	19 59		37 39		

Description of Road	
1. Date when the road or portions thereof were	
opened for public use :—	
From Fall River to Myrick's,	June 9, 1845.
Boston to Plymouth,	Nov. 10,1845.
South Braintree to Myrick's,	Dec. 21, 1846.
Abington & Bridgewater Branch,	Dec., 1847.
Dorchester & Milton Branch,	Dec., 1847.
Middleborough to Wareham,	Jan., 1848.
Middleborough to Wareham,	May, 1848.
Sandwich to Hyannis,	July, 1854.
Middleborough & Taunton Branch, .	July. 1856.
Fall River to Newport,	Feb. 5, 1864.
Yarmouth to Orleans,	Dec., 1865.
South Braintree to Somerset Junction	
via Taunton,	Sept. 24,1866.
Orleans to Wellfleet,	Jan., 1871. Oct. 9, 1871.
Granite Branch,	Oct. 9, 1871.
Wood's Hole Branch,	July 18, 1872.
Shawmut Branch,	Dec. 2, 1872.
Wellfleet to Provincetown,	July 23, 1873.
2. Length of main line of road [from Boston to Provincetown and Plymouth, Mass., and New-	
port, R. I.],*	217.10 miles.
Length of main line of road in Massachusetts,	200.88 miles.
In other States [Rhode Island],	16.22 miles.
3. Length of line with track laid, if road is not	
completed,	1.50 miles.
4. Length of double track on main line,	11.28 miles.
5. Branches owned by company,—	8
Easton Branch (single track), length,	1.69 miles.
Milton Branch (single track), length,	3.30 miles.
Shawmut Branch (single track), length,	2.35 miles.
Bridgewater Branch (single track), length,	6.99 miles.
Granite Branch (single track), length,	3.10 miles.
Hyannis Branch (single track), length,	4.90 miles.
Wood's Hole Branch (single track), length, .	17.54 miles.
Middleborough & Taunton Branch (single	
track), length,	8.04 miles.
6. Total length of branches owned by company, .	47.91 miles
7. Total length of branches owned by company in	
Massachusetts,	47.91 miles
9. Length of double track on branches,	None.
0. Total length of road belonging to this company,	265.01 miles
1. Aggregate length of sidings and other tracks	
not above enumerated,	59.26 miles.
2. Same in Massachusetts,	57.29 miles.
3. Aggregate length of tracks belonging to this	
company, computed as single track,	337.05 miles.
14. Same in Massachusetts,	318.86 miles.
15. Total length of steel rails in tracks belonging	
to this company,	24.67 miles.
(Weights per yard, 56 lbs.)	
6. Total length of steel-top rails in tracks belong-	
ing to this company,	2.14 miles.
(Weights per yard, 56 lbs.)	
7. Number of spans of bridges of 25 feet and up-	
wards,	29
18. Number of iron bridges (ag. length, feet),	None.
9. Number of wooden bridges (ag. length, 8,958	

^{*} Length in all cases to be given in miles and decimals.

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
Portsmouth,	Truss, Truss, Truss, Truss, Truss, Truss, Truss, Stringer,	Wood, Wood, Wood, Wood, Wood, Wood, Wood, Wood, Wood, Wood, Wood, Wood, Wood, Wood,		August. August. September. September. September. March. July.
29. Number of ra roads, spec England Ra 30. Number of rai roads, speci ROADS BELONGIN	ssings of high ossings of high hway bridges 1 ghway bridges ssings at which ned, ossings at which agmen, droad crossings we Bedford Railroad crossings ifying each [National of the tilroad of the same tilroad crossings fying each,	ways over railroadhways under rail 8 feet above tracks less than 18 feet h gates or flagme h there are neither at grade, specify illroad, twice], so over other rail wew York & New under other rail	1. 13 7 15 15 15 15 15 15 15 15 15 15 15 15 15	
40. Miles of teleg 41. Number of teleg tions,. 42. Number of teleg company, 43. Number of teleg	f road operated usetts, ations on all all ations on all all achusetts, raph on line of exclusively, 301 raph owned by legraph offices egraph station	l by this companion of the company of this company, in company's state of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the company of the com	y 114 109 yy 150.95 a-68 is 48	265.01 248.79

Rolling Stock.

		Total number.	Value.	Per mile road operated.
1. Locomotives (average weight working order, 25‡ tons), . Locomotives (maximum weight working order, 35 tons), .		64		.24
2. Tenders (average weight of tender and water, 17 tons),. Tenders (maximum weight of the fuel and water, 20 tons), (Average joint weight of engine and water).	enders full of		\$455,600 00	.24
ers, 42% tons.) 3. Length of heaviest engine and centre of forward truck-wheel centre of rear-wheel of tender 4. Total length of heaviest engin	of engine to	,		
over all, 50 feet.	land	11	9 800 00	0.4
 Snow-plows (average weight, [‡] to the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term of the term	35,350 lbs.), .	} } 137	2,600 00	.04
Passenger cars (maximum weight	t, 37,500 lbs.)	25	1 - 5 - 5 - 5 - 5 - 5	.09
7. Mail and baggage cars (av. weigh 8. 8-wheel box freight cars (av. weigh	nt. 16.765 lbs	306	41,000 00 134,250 00	1.15
9. 4-wheel box freight cars (av. weight		10	1,000 00	.04
10. 8-wheel platform cars (av. weigh	it, 14,000 lbs.),	338	135,200 00	1.28
6-wheel platform cars (av. weigh	t, 10,500 lbs.),	72	25,200 00	.27
11. 4-wheel platform cars (av. weigh	it, 5,660 lbs.),.	13	975 00	.05
8-wheel stock cars (av. weight, 15 12. Other cars (coal, gravel, &c. [6,9	60 lbs.)], .	24 461	9,559 00 139,200 00	1.74
13. Total value,			\$1,334,984 00	
14. Total freight cars, including coal, of 8 wheels,		964	- ,	-
15. Number of locomotives equipped brakes,		24	Q 4	-
(Kind of brake, Westinghouse, 23 16. Number of cars equipped with tra (Kind of brake, Westinghouse, 99	ain brakes, .	103	-	6
17. Number of passenger cars with M and buffer,	filler platform	None	-	-
Mileage, Traffic, &c.				
1. Miles run by passenger trains, .			913,714	
2. Rate of speed of express passeng cluding stops,		33 mi	les per hour.	
3. Rate of speed of accommodation ing stops,	trains, includ-	23 mi	les per hour.	
4. Miles run by freight trains, . 5. Rate of speed of express freight	trains, includ-	16	408,471	
6. Rate of speed of accommodation	freight trains,	129-3	les per hour.	
7. Miles run by other trains, and	for what pur-	10 mi	les per hour.	
pose [gravel, &c.],	1 1 1		55,194	7,379

31.	pany, including officials,	1,006	
91	locomotive and tender, in working order, exclusive of freight,	172.50 tons.	
30.	exclusive of passengers,	119.20 tons.	
29.	Average weight of passenger trains, including locomotive and tender, in working order,		
28.	Average number of cars in freight trains (basis of 8 wheels),	17	
	Average number of cars in passenger trains, including baggage cars,	4.45	
	Average rate of freight per ton per mile to and from other roads,*	3.64 cents.	
	Average rate of freight per ton per mile on roads operated by this company,	4.2 cents.	
	Lowest rate of freight per ton per mile, for any distance,	2.5 cents.	
	Highest rate of freight per ton per mile, for any distance,	40 cents.	
	Average rate of fare per mile for all passengers,	2.2 cents.	
æ1.	passengers, reckoning one round trip per	0.8 cent.	
	Average rate of fare per mile received from passengers to and from other roads,*	2.2 cents.	
00	season tickets) received from passengers on roads operated by this company.	2.6 cents.	
19.	(single fare)[not including excursion tickets], Average rate of fare per mile (not including	2.5 cents.	
18.	being .27 of one mile, or at the rate of 18 cents for a mile.] Lowest rate of fare per mile, for any distance,	0.5	
	stance, viz., between Centre street and Mel- ville, the ticket fare is 5 cents, the distance		
	Highest rate of fare per mile, for any distance, [for 12 miles, or over, 3 cents; in one in-	18 cents.	
	Total freight mileage, or tons carried one mile, Freight mileage to and from other roads,	4,681,039	18,250,612
14.	Passenger mileage to and from other roads, Number of tons carried,	14,533,332 633,727	
	Total passenger mileage, or passengers carried one mile,	14 500 000	63,673,026
11.	Total number of passengers carried,	4,504,112	4,375,316
10	of road),	121,204 4,254,112	

After deducting all allowances for tolls, or use of cars, &c.
 † If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

Classification of Business.	
Passengers.	
1. Passengers coming from other States,*	91,596
2. Passengers going to other States,*	79,471
3. Passengers travelling only within this State,	4,194,809
4. Total season-ticket passengers (round trip),	482,972
5. Passengers to Boston (including season),	1,659,323
6. Passengers from Boston (including season),†	1,592,375
7. Season-ticket passengers to and from Boston (one round trip	400.000
daily),†	409,098

Apply only to roads crossing the State line.
 Apply only to the roads terminating in Boston.

FREIGHT IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal	7,138	_	128,454	5,808	5,722
2. Bituminous coal,	1,200	_	18,500	0,000	٠,٠_ــ
3. Petroleum.	_	_	10,000	_	_
4. Railroad iron, including steel			1	1	
and steel-capped rails,	_	_	200	200	_
5. Castings and other iron,	_	_		["	_
6. Other metals,	_	_	_	-	_
7. Iron and other ores.	_	_	-	_	-
8. Stone and brick	19	178	85,887	1,519	13,936
9. Lime, cement and sand, .	2	44	4,848	3,339	54
lo. Lumber.	203	1,274	82,977	22,678	634
11. Wood.	_	235	18,354	_	5,232
12. Live stock.	146	1,060	6,275	5,274	399
3. Dressed carcasses, smoked		-,	-7		
and salted meats	_	-	_	- 1	-
14. Flour.	125	449	11,583	6,913	184
15. Grain	8	835	88,000	20,246	83
16. Other agricultural products,	-	_		·-	-
7. Manufactures not included					
above,*	-	-	-	_	· -
l8. Merchandise,*	7,338	5,859	829,251	- 1	-
19. Other articles,	-		_	-	_
		-			
20. Total tons carried,	14,979	9,919	608,829	65,977	26,244

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

List of Accidents in Massachusetts.

		FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	•	-	_	2	2	2	2
Employés, .	•	-	_	4	-	4	-
Others, .	•	-	-	5	3	5	3

Statement of Each Accident.

October 2, 1873.—J. F. Hogan, intoxicated, stepped from moving train at Wollaston Heights. Arm crushed.

November 15.—James Foley, intoxicated, fell from moving train at South Boston. Fatally injured.

December 8.—Jos. B. Warner, attempted getting upon a moving train at Weir Junction. Leg crushed.

January 19, 1874.—Patrick McBay, walking on track near Steep Brook. Fatally injured.

March 7.—Michael O'Donnell, intoxicated, attempted to get upon a moving train at North Abington. Arm crushed.

March 7.—Niel McKinnon, walking on track in Fall River. Fatally injured.
March 25.—Con. Wholly, employé, stepped in front of a moving engine on South Boston Bridge. Fatally injured.

[†] Apply only to the roads terminating in Boston.

May 14.—J. A. Bearse, employé, fell between moving cars at Middleborough. Killed.

May 21.—G. W. Thayer, jumped from moving train at Quincy. Fatally injured.

July 2.—A boy named Henry, standing on the track near Washington Village, South Boston, killed.

July 3.—William Johnson, while repairing Neponset Bridge, stepped in front of a moving train and was killed.

July 8.—Mrs. Shadrach Bourne, thrown from carriage against a passing train in Falmouth (by reason of the horse being unmanageable) and killed.

July 17.—Louis Simonson attempted to get upon some moving cars in the Boston Yard. Arm crushed.

August 2.—James Maguire, employé, jumped from moving train at South Boston and was killed.

August 24.—George Shores, walking on track in Wareham. Fatally injured.

August 28.—William Lyons, walking on track in Fall River. Skull fractured.

ONSLOW STEARNS, CHARLES F. CHOATE, FRANCIS B. HAYES, JACOB H. LOUD, PRINCE S. CROWELL, SAM'L L. CROCKER, BENJ'N FINCH, ROYAL W. TURNER, THOS. J. BORDEN, JOHN S. BRAYTON, URIEL CROCKER, E. N. WINSLOW,

Directors of the Old Colony Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. November 4, 1874. Then personally appeared Onslow Stearns, Charles F. Choate, Francis B. Hayes, Jacob H. Loud, Prince S. Crowell, Sam'l L. Crocker, Benj'n Finch, Royal W. Turner, Thos. J. Borden, John S. Brayton, Uriel Crocker, E. N. Winslow, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN M. WASHBURN, Justice of the Peace.

Name and Residence of Officers.

Onslow Steams, President; James R. Kendrick, Superintendent; John M. Washburn, Treasurer; S. C. Putnam, General Freight Agent; Jacob Sprague, Jr., General Ticket Agent; H. G. Nutter, Cashier and Paymaster,—all of Boston. Geo. Marston, Clerk of Corporation, New Bedford.

Proper Address for the Company.

REPORT

OF THE

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased to and operated by the Boston & Albany R. R. Company.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.	* *************	
1. Capital stock authorized by charter,	\$500,000 00	
2. Capital stock authorized by votes of company,	450,000 00	
3. Capital stock issued (number of shares, 4,500);	450,000 00	
amount paid in, 4. Capital stock paid in on shares not issued (num-	430,000 00	
ber of shares,),	None.	
5. Capital stock, total amount paid in,	1101101	\$450,000 00
6. Capital stock paid in per mile of road owned		\ 100,000
by company.	24,128 69	
7. Capital stock paid in, proportion for Massachu-	,	
setts,*	450,000 00	
8. Capital stock, number of shares issued not en-	•	
titled to dividends,	- .	-
9. Par value of shares, \$100 (the average price		
at which shares were sold, \$100).		
10. Number of stockholders,	96	
11. Amount of stock held in Massachusetts,	442,000 00	
12. Number of stockholders in Massachusetts, .	89	
Debt.		
13. FUNDED DEBT,	None.	
15. Unfunded debt, incurred for construction, equip-		
ment or purchase of property,	None.	
17. Other debts—current credit balances, &c.,	-	-
Char Burrann ba		
CASH REALIZED, &C. 23. Total cash realized from capital, and debt in-		
curred for construction, equipment, &c.,		450,000 00
24. Total amount of income which has been ex-		400,000 00
pended (in addition to funds derived from		
capital and debts) in construction, equip-		
ment and purchase of property,	_	-
25. TOTAL MEANS APPLIED TO CONSTRUCTION,		
EQUIPMENT AND PURCHASE OF PROPERTY, .		450,000 00
26. Proportion of above for Massachusetts,*	450,000 00	•

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.
† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent

investments.

Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY.	****	
1. Grading and masonry,	\$108,827 47	
2. Bridging,	8,547 62	
3. Superstructure, including rails,	201,395 31	
4. Land, land damages and fences,	63,749 95	
5. Passenger and freight stations, wood-sheds and	10.011.00	
water stations,	18,311 33	
6. Engine-houses, car-sheds and turn-tables,	11,000 00	
7. Machine shops,		
8. Interest paid during construction, discount, &c.	20,605 56	
9. Engineering, agencies, salaries and other expenses during construction.	1000000	
10. Total expended for construction,	1	\$432,437 24
11. Average cost of construction per mile of road		\$100,401 24
built by company,	23,186 98	
12. Same per mile of single track built by com-	20,100 00	
pany, not including sidings,	Same.	
13. Proportion of cost of construction for Massa-	Distance.	
chusetts,"	432,437 24	
	200,000	
EQUIPMENT.	190.15	
14. Locomotives (number,),	7,000 00	
15. Snow-plows on wheels (number,),	4	12
16. Passenger, mail and baggage cars (number,),	4,247 43	
17. Freight and other cars (number,),		-
18. Machinery and tools,	Film w	1-
19. Total for equipment,	11,247 43	
20. Average cost of equipment per mile of road		
operated by company,	140	-
21. Proportion for Massachusetts,*	-	-
PROPERTY PURCHASER AND ON HAND NOT IN		
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS.		
30. Total property purchased,		6,315 33
31. Property in Massachusetts [including propor-		0,010 00
tion of equipment],		-
32. WHOLE AMOUNT OF PERMANENT INVEST-		
MENTS,	450,000 00	
33. Proportion for Massachusetts,	450,000 00	
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,	100,000 00	450,000 00
35. Amount of sinking and coutingent funds, and		230,000 00
their purpose,	-	-
The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s		

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

Expenditures Charged to Capital Account during the Year.

[Included in report of Boston & Albany Railroad.]

Revenue for the Year.

[Included in report of Boston & Albany Railroad.]

Expenses of Operating the Road for the Year.

[Included in report of Boston & Albany Railroad.]

Net Income, Dividends, &c.		
TOTAL NET INCOME [rent paid by Boston & road Co.], Percentage of same to capital stock and debt, Percentage to total means applied to cone equipment, &c.,	. : ' -	\$ 27,000 00
 Paid for interest, Dividends declared 6 per cent. for the year, by Boston & Albany Railroad Co.], 	amount [paid	27,000 00
General Balance Sheet at Closing of Account	a, September 30,	1874.
Dr.		A 449 CO4 C
ost of road and equipment,		. \$443,684 6
oston and Albany Railroad Company,	• • •	. 6,315 3
		\$450,000 00
Cr.		\
apital stock,	. \$450,000 0	0 — \$4 50,000 00
Description of Road.		
. Date when the road or portions thereof wer	re	
opened for public use,		-
Length of main line of road from to	. 18.65 miles.	
Length of main line of road in Massachusetts, Total length of road belonging to this company	. 18.65 miles.	18.65 miles.
. Aggregate length of sidings and other track	', 'B	10.00 miles.
not above enumerated,	. 1.42 miles.	
Same in Massachusetts,	. 1.42 miles.	
3. Aggregate length of tracks belonging to thi		
company computed as single track,	. 20.07 miles.	
. Same in Massachusetts,		-
to this company,	None.	
. Total length of steel-top rails in tracks belong	!-	
ing to this company,	. None.	
	. None.	
. Bridges built within the year,		
Bridges built within the year, Number of crossings of highways at grade, Number of crossings at which there are neithe	. 17	

^{*} Length in all cases to be given in miles and decimals.

Rolling Stock.

[Reported by Boston & Albany Railroad.]

Mileage, Traffic, &c.

[Reported by Boston & Albany Railroad.]

C. W. CHAPIN, IGNATIUS SARGENT, HENRY COLT, J. A. RUMRILL,

Directors of the Pittsfield & North Adams Railroad Company.

COMMONWEALTH of MASSACHUSETTS.

HAMPDEN, ss. November 4, 1874. Then personally appeared C. W. Chapin, Ignatius Sargent, Henry Colt and J. A. Rumrill, and severally made oath to the truth of the foregoing statement by them subscribed, to the best of their knowledge.

CHAS. E. STEVENS, Justice of the Peace.

Name and Residence of Officers.

C. W. Chapin, President, Springfield; Charles E. Stevens, Treasurer, Boston; James A. Rumrill, Clerk, Springfield.

Proper Address for the Company.

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY, SPRINGFIELD, Mass. (or Boston.)

REPORT

OF THE

PROVIDENCE & WORCESTER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter [and its	A 0 000 000 00
amendments],	\$3,000,000 00
 Capital stock authorized by votes of company, Capital stock issued (number of shares, 20,000); 	3,000,000 00
amount paid in.	2,000,000 00
4. Capital stock paid in on shares not issued (num-	2,000,000 00
ber of shares, none),	Nothing.
5. Capital stock, total amount paid in,	\$2,000,000 00
6. Capital stock paid in per mile of road owned	• , ,
by company,	45,035 88
7. Capital stock paid in, proportion for Massachu-	4 400 00 4 700
setts,*	1,193,874 67
8. Capital stock, number of shares issued not en-	None.
fitled to dividends,	None.
at which shares were sold,).	
10. Number of stockholders,	741
11. Amount of stock held in Massachusetts,	874,700 00
12. Number of stockholders in Massachusetts,	282
ДЕВТ.	
13. Funded debt as follows:—	
1st mortgage bonds, due July 1, 1880, rate of	
interest, 6 per cent.,	500,000 00
14. Total amount of funded debt,	500,000 00
15. Unfunded debt, incurred for construction, equipment or purchase of property, †	1,075,654 69
16. Unfunded debt incurred for any other purpose,	1,070,004 03
and for what,	None.
17. Other debts—current credit balances, &c., .	49,118 30
18. Total debt liabilities,	1,624,772 99
19. Amount of debt liabilities after deducting cash,	. ,
sinking funds in hands of trustees, and such	
securities and debt balances as do not repre-	1 491 9/09 9/0
sent permanent investments,	1,471,767 73
21. Proportion of same for massachusetts,	878,552 80
21. Proportion of same per mile of road,	33,140 43

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

[†] This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

 Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same, 	None.
CASH REALIZED, &C.	
23. Total cash realized from capital and debt in- curred for construction, equipment, &c., 24. Total amount of income which has been ex-	\$3,575,654 69
pended (in addition to funds derived from capital and debts) in construction, equip- ment and purchase of property,	None.
25. TOTAL MEANS APPLIED TO CONSTRUCTION,	40 000 000 0
26. Proportion of above for Massachusetts * [sep-	\$3,365,659 78
arate accounts kept],	1,538,576 61 20,027 77
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$607,708 70
2. Bridging,	137,705 39
3. Superstructure, including rails,	645,560 00
crossings],	257,090 97
water stations,	302,788 37
6. Engine-houses, car-sheds and turn-tables,	30,317 44
7. Machine shops [machinery and tools],	17,537 40
8. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other ex-	150,799 83
penses during construction,	56,183 24
Construction, Viaduct at Worcester in process of construc-	301,730 30
tion,	24,824 79
10. Total expended for construction,	\$2,205,691 34
11. Average cost of construction per mile of road	12 supple.
built by company,	49,666 54
not including sidings,	29,385 71
chusetts * [separate accounts kept],	1,121,869 93
East Providence Branch in Mass.,	20,027 77
-	
EQUIPMENT.	Annalis table
14. Locomotives (number, 29),	263,339 35
15. Snow-plows on wheels (number, 2),	Incl'd in locomotive acc't.
 Passenger, mail and baggage cars (number, 41), Freight and other cars (number, 1,257), 	131,842 80 438,231 20
18. Machinery and tools [included in No. 7].	100,001 20
19. Total for equipment,	833,413 35
20. Average cost of equipment per mile of road op-	
erated by company,	13,927 36 684,390 47
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS. [None.]	*

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this state compared with the whole. If made on a different basis, please state the reasons therefor.

	1	
 32.	WHOLE AMOUNT OF PERMANENT INVEST-	
	MENTS,a	7 8
33.	Proportion for Massachusetts [separate accounts kept], 1,538,576	61
	East Providence Branch in Massachusetts, 20,027	77
	TOTAL PROPERTY AND ASSETS OF THE COMPANY,	\$3,694,698 97
35.	Amount of sinking and contingent funds, and	
	their purpose, None.	
	Expenditures Charged to Capital Account during the Year.	
1.	Main line, extension or alteration of road,	Nothing.
	Branches, extension or alteration of road, specifying each,	
	East Providence Branch, \$301,730.30; grading for wharf	A 214 C17 O/
2	for East Providence Branch, \$12,885.66,	\$314,615 90 37,261 52
	Land,	509 90
	Passenger and freight stations, wood-sheds and water-	
_	stations,	8,810 40
	Engine-houses, car-sheds and turn-tables,	Nothing.
	New locomotives,	Nothing. Nothing.
9.	New passenger cars,)
lO.	New mail and baggage cars,	4,760 80
l1.	New freight cars,	92,904 00
12.	Machine-shops, machinery and tools,	Nothing.
13. 14	Purchase of other roads, specifying what, Subscriptions or loans to other roads, specifying what,	Nothing.
	Any other expenditures charged to capital account, specify-	Tione.
	ing same,—	
	Viaduct at Worcester, \$24,824 79	
	Elevator building at Providence, 30,383 55	
	Interest paid for loans for construction purposes, 61,220 72 Enhanced value main line by relaying 14 miles	
	with steel,	
	Bridges and grading for new station-houses, 11,780 04	
	Tomas	195,124 10
16. 17	TOTAL,	653,986 68 100 00
	Net addition to capital account for the year,	653,886 68
	Revenue for the Year.	
1	Receipts from local passengers on roads operated by this	
1.	company,	\$339,227 36
2.	Receipts from passengers from and to other roads over roads	\
_	operated by this company,	61,114 17
3.	Receipts from passengers over other roads as tolls, or for use	37 43 1
4	of cars of this company,	Nothing. 12,963 76
	Receipts for mails,	6,114 38
6.	Total receipts from passenger department,	419,419 67
7.	Receipts from local freight on roads operated by this com-	
	pany,	331,197 31
ъ.	Receipts from freight from and to other roads over roads operated by this company,	175,574 06
•	Unless some very good reason exists to the contrary, this proportion shou	ld be for the miles
f ro	oad in this State compared with the whole. If made on a different bas	is, please state the
a	Including expenditure on East Providence Branch, And viaduct at Worcester,	\$301,730 80 24,824 79
		\$326,555 09

PROVIDENCE & WORCESTER RAILROAD. [Jan. 360

9. Receipts from freight over						
9. Receipts from freight over		_			_	į
	other:	roads	as toll	s, or fo	r use of	
cars of this company	[includ	ed in	"trai	asporta	tion of	
freight" account], .				· •		_
10. Total receipts from freight d	lepartme	nt.		•		\$506,771 3
11. Receipts as rents for us	e of ro	ad an	anna h	inment	when	
leased,	O OL 10		u oqu	ътопе	,	
		•		•		Nothing.
12. Total earnings,		•			·	926,191 0
13. Per mile of road operated	, .	· -		210	,477 79	
14. Per mile of road operated	,—comp	uted	as sin-	•		
gle track, not including	g siding	8,		. 10	,235 28	
15. Per train mile,		· .			1.751	
16. Proportion for Massachuse	etts			649	,138 51	Į.
17. Income from other roads,		Ţ.			,	Nothing.
18. Income from rent of prop		har th	·	hee he	Admin-	Tionning.
10. Income from fem of pro-	for most	HOT OT	- J	ar and	odarb.	11 000 9
ment, specifying same	TOL LOR	estav	٠,,	:		11,880 3
19. Income from all other so	ources, (incine	ung a	ccretio	ne irom	
sinking funds, investm	ents in	stock	s, bon	ds, ste	amboat	
property, transportien l	ines, &	с., вре	cifying	(same)	,	Nothing.
20. TOTAL INCOME,				•	٠	938,071 4
21. Percentage to capital stoc	k and d	ebt.			27.02	′ ′
22. Percentage to means ar	mlied	to co	natrne	tion.		1
equipment, &c., .	PLOG			·,	27.87	ŀ
equipment, co., .	• •	•	• •	•	# 1.01	i
	- 48. T		- 48- 5	7		ł
Expenses of Operating	ig me n	OMA DO	r the	rour.		1
CLASS 1 Maintenance of Way	and Ru	ldinas	(chara	red to or	nerativa	
		· · · · · · · · · · · · · · · · · · ·	(0,000, 5	,	or wreng	ļ
1 Danaim of mad avaluating	enses).		. A)	\$110 20E 2
1. Repairs of road, exclusive	OI DEIG	gos ai	ra new	гашь,		\$112,305 7
2. New iron rails, deducting	old Lar	12 2010	ı (nur	DOEL OF	mues,	1)
; weight per yard	l, 60 lbs.),"	• . •		• _ •	41,967 9
3. Steel rails, deducting of	ld rails	sold	(nun	aber of	miles,	11,001 0
3. Steel rails, deducting of ; weight per yard,	60 lbs.).		• •			13
4. Repairs [and renewals] of	bridge	8.				21,843 4
5. Repairs of buildings and			on)	-		21,690 2
6. Repairs of and additions t				l mach	inerv	Nothing.
				и шаси	mery, .	Adding.
7. Repairs of fences, road cro	agiiiga,	auu bi	див, .	•		2,994 2
8. TOTAL,	• •		• .•			200,801 5
9. Proportion of same to pas	senger	depart	ment,	1 \$50	,931 69]
10. Proportion of same to frei	ight dep	artme	nt,† .	109	,869 86	•
Of the above total there v	vas exp	ended	for ot	her tha	ın ordi-	
nary repairs,	. ′ •					
		-				Nothing.
nary repairing			•	•	• •	Nothing.
	ral Tra	fic Er	nenses	•	• •	Nothing.
CLASS 2.—Gene	ral Traj	fic Ex	penses.	•	• •	
CLASS 2.—Gene 1. Taxes, State and local,		•	•	•	• •	Nothing. 38,493 0
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office exp	enses a	•	•	ieous, r	ot em-	3ĕ,493 0;
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office exp braced in Classes 3 and	enses a 4,	nd mi	scellar	•	• . •	
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office exp	enses a 4,	nd mi	scellar	•	• . •	3ĕ,493 0;
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office exp braced in Classes 3 and 3. Insurance premiums and le	enses a 4,	nd mi	scellar	•	• . •	38,493 0 34,045 8
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office exporaced in Classes 3 and 3. Insurance premiums and least by engines,	enses a 4,	nd mi	scellar	•	• . •	38,493 0 34,045 8 8,142 7
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office experiments of local in Classes 3 and 3. Insurance premiums and lease by engines, 4. Repairs of locomotives,	enses a 4,	nd mi	scellar	•	• . •	38,493 0 34,045 8 8,142 7 39,884 1
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office exporaced in Classes 3 and 3. Insurance premiums and leaset by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows,	penses a 4, osses by	nd mi	scellar nd dar	nages f	• . •	38,493 0 34,045 8 8,142 73 39,834 10 Nothing.
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office experienced in Classes 3 and 3. Insurance premiums and least by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged	penses a 4, osses by to oper	nd mi	scellar nd dar	nages f	• . •	38,493 0 34,045 8 8,142 7: 39,884 10 Nothing.
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office expensed in Classes 3 and 3. Insurance premiums and least by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged 7. New snow-plows (charged	penses a 4, osses by to oper	nd mi	scellar nd dar	nages f	• . •	38,493 0 34,045 8 8,142 73 39,884 10 Nothing. Nothing.
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office experiments of local in Classes 3 and 3. Insurance premiums and lease by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged 7. New snow-plows (charged 8. Removing ice and snow,	penses a 4, osses by to oper	nd mi fire a : ating ating	scellar nd dar expensexpen	nages f	or fires	38,493 0 34,045 8 8,142 7: 39,884 10 Nothing.
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office exporaced in Classes 3 and 3. Insurance premiums and lesset by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged 7. New snow-plows (charged 8. Removing ice and snow, 9. Fuel—295 cords of wood,	penses a 4, osses by to oper	nd mi fire a : ating ating	scellar nd dar expensexpen	nages f	or fires	38,493 0 34,045 8 8,142 7 39,834 1 Nothing. Nothing. Nothing. 1,253 3
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office exporaced in Classes 3 and 3. Insurance premiums and lesset by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged 7. New snow-plows (charged 8. Removing ice and snow, 9. Fuel—295 cords of wood,	penses a 4, osses by to oper	nd mi fire a : ating ating	scellar nd dar expensexpen	nages f	or fires	38,493 0 34,045 8 8,142 73 39,884 10 Nothing. Nothing.
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office experienced in Classes 3 and 3. Insurance premiums and least by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged 7. New snow-plows (charged 8. Removing ice and snow, 9. Fuel—295 cords of wood, cost \$79,133.92,	penses a 4, osses by to oper	nd mi fire a : ating ating	scellar nd dar expensexpen	nages f	or fires	38,493 0 34,045 8 8,142 7; 39,884 10 Nothing, Nothing, Nothing, 1,253 3; 80,869 8
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office experienced in Classes 3 and 3. Insurance premiums and lease by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged 7. New snow-plows (charged 8. Removing ice and snow, 9. Fuel—295 cords of wood, cost \$79,133.92, 10. Water,	penses a 4, osses by to oper	nd mi fire a : ating ating	scellar nd dar expensexpen	nages f	or fires	38,493 0 34,045 8 8,142 7; 39,884 10 Nothing, Nothing, Nothing, 1,253 3; 80,869 8; 1,166 1;
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office experiments of the experiment of the experiment of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the extended of the e	to oper	nd mi fire a : ating rating 735.94	expenses to 10,87	nages f	or fires	38,493 0 34,045 8 8,142 7; 39,884 10 Nothing, Nothing, Nothing, 1,253 3; 80,869 8
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office exporaced in Classes 3 and 3. Insurance premiums and local, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged 7. New snow-plows (charged 8. Removing ice and snow, 9. Fuel—295 cords of wood, cost \$79,133.92, 11. Oil and waste, 12. Switchmen, watchmen, fire	to oper to oper to oper to age and	nd mi fire a ating rating 735.94	expenses to 10,87	nages f	or fires	38,493 0 34,045 8 8,142 7; 39,884 10 Nothing, Nothing, Nothing, 1,253 3; 80,869 8; 1,166 1;
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office exports of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of	to oper to oper to oper to age and	nd mi fire a ating rating 735.94	expenses to 10,87	nages f	or fires	38,493 0 34,045 8 8,142 73 39,884 10 Nothing, Nothing, Nothing, 1,253 3 80,869 8 1,166 19
CLASS 2.—Gence 1. Taxes, State and local, 2. General salaries, office exporaced in Classes 3 and 3. Insurance premiums and be set by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged 7. New snow-plows (charged 8. Removing ice and snow, 9. Fuel—295 cords of wood, cost \$79,133.92, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flaments of Way" 13. Telegraph expenses,	to oper to oper to oper to age and	nd mi fire a ating rating 735.94	expenses to 10,87	nages f	or fires	38,493 0 34,045 8 8,142 73 39,884 10 Nothing. Nothing. 1,253 3 80,869 8 11,166 19 11,516 9
CLASS 2.—Gene 1. Taxes, State and local, 2. General salaries, office exporaced in Classes 3 and 3. Insurance premiums and least by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged 7. New snow-plows (charged 8. Removing ice and snow, 9. Fuel—295 cords of wood, cost \$79,133.92, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, fle "Maintenance of Way" 13. Telegraph expenses, 14. Total,	to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to ope	nd mi fire a ating rating 735.94 signs t],	expensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpensexpens	nages f	or fires	38,493 0 34,045 8 8,142 73 39,884 10 Nothing, Nothing, Nothing, 1,253 3 80,869 8 1,166 19
CLASS 2.—Gence 1. Taxes, State and local, 2. General salaries, office exporaced in Classes 3 and 3. Insurance premiums and beset by engines, 4. Repairs of locomotives, 5. Repairs of snow-plows, 6. New locomotives (charged 7. New snow-plows (charged 8. Removing ice and snow, 9. Fuel—295 cords of wood, cost \$79,133.92, 10. Water, 11. Oil and waste, 12. Switchmen, watchmen, flament of Way Maintenance of Way 13. Telegraph expenses,	to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to oper to ope	nd mi fire a ating ating 735.94 signa t],	expensexpensions; 10,87	mages f ses), 73 tons [inclu	or fires	38,493 0 34,045 8 8,142 73 39,884 10 Nothing. Nothing. 1,253 3 80,869 8 11,166 19 11,516 9

^{*} Including labor and materials in new sidings,
† Computed on gross receipts from passenger and freight departments.

C	
CLASS 3.—Passenger-Train Expenses.	A
1. Repairs of passenger, mail and baggage cars,	\$ 18,675 93
2. New passenger, mail and baggage cars (charged to operat-	
ing expenses),	None.
3. Damages and gratuities, passenger,	465 00
4. Salaries, wages and incidentals of passenger department, .	78,441 23
5. Amount paid other corporations or individuals not operating	,
roads, for use of passenger cars, and repairs of same,	None.
	97,582 16
6. TOTAL,	37,302 10
Clause A. Florial A. Pharin Florian	
CLASS 4.—Freight-Train Expenses.	#4.000 #0
1. Repairs of freight cars,	51,986 72
2. Repairs of wharf, &c.,	None.
3. Damages and gratuities, freight,	88 2 35
4. Salaries, wages and incidentals of freight department,	154,575 13
5. Paid corporations or individuals not operating roads for use	•
of freight cars [included in "Transportation of Freight"	
account].	1
6. TOTAL,	907 284 90
	207,384 20
7. TOTAL EXPENSES FOR OPERATING THE ROAD, EMBRACED IN	#00 00F #0
CLASSES 1, 2, 3, 4,	722,395 78
8. Per mile of the road operated, \$12,072 12	
9. Per mile of single track operated, not including	
sidings, 7,983 15	
10. Per train mile,	
11. Proportion for Massachusetts, 506,304 71	
12. Percentage of expenses to income,	
10. I diversity of expenses to meeme,	
Net Income, Dividends, &c.	
• •	
1. Total net income above operating expenses,	\$215,675 64
2. Amount paid other companies as rent for use of road, speci-	\$20,010 01
fying each company, the amount, and basis on which rent	
is computed,—	
Milford & Woonsocket Railroad Company, \$3,480 00	
Hopkinton Railroad Company, 7,500 00	
	10,980 00
3. Net income above operating expenses and amount paid for rent	
of roads,	204,695 64
4. Percentage of same to capital stock and debt, 5.92	, , , , , , , , , , , , , , , , , , , ,
5. Percentage to total means applied to construction,	
equipment, &c., 6.08	
6. Paid for interest,	20,000,00
" This land of interest,	30,000 00
7. Dividends declared, 10 per cent. for the year, amount,	200,000 00
8. Date of last dividend declared,	July 1, 1874.
9. Balance for the year or deficit,	25,304 36
10. Surplus at commencement of the year,	95,230 34
11. Total surplus,	69,925 98
12. Paid to sinking funds in hands of trustees,	None.
•	
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. Total receipts from Passenger Department, as per "Rev-	Į
enue for the Year," No. 6,	\$419,419 67
2. (Total receipts per train mile, \$1.814.)	V ,
O. Donner of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the Carlot of the	
3. Expenses, proportion of "Maintenance of Way and Buildings,"	00.021.60
as per Class 1. No. 9.	90,931 69
as per Class 1, No. 9, 4. Expenses, proportion of "General Traffic Expenses," as per	•
as per Class 1, No. 9, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15.	98,098 54
as per Class 1, No. 9, 4. Expenses, "proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	98,098 54 97,582 16
as per Class 1, No. 9, 4. Expenses, "proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, 6. TOTAL EXPENSES,	98,098 54
as per Class 1, No. 9, 4. Expenses, "proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, 6. TOTAL EXPENSES,	98,098 54 97,582 16
as per Class 1, No. 9, 4. Expenses, "proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	98,098 54 97,582 16

362 PROVIDENCE & WORCESTER RAILROAD. [Jan.

8. NET EARN 9. (Net earni	mgs, . ngs per	train	nile,	\$0. 53	74.)	•	•	•	•	\cdot	\$132,807	2
Receipts, Ex	penses,	Not E	raja	ps, doc	, of F	reigh	ıt 1	Dopartz	nent.			
for the 2	Year," N	No. 10, r train	mile	. \$1.7	702.)	•	•	•	•		\$506,771	3
3. Expenses, as per C 4. Expenses, Class 2,	an make a court	in mark	44 35	Sant & land of	war and and	Way		d Buil	dinge	," AF	109,869	8
Class 2,	No. 16,			· ·			•	•	- r	٦.	118,529	
5. Expenses,	"Freign	u-Irai	n Ex	penses	," as I	er C	lae	15 4, N	0. 6,	•	907,384	
7. (Total exp			n mil	0 81	4631	•	.•	•	•	•	435,783	3
8. NET EARN 9. (Net earning	INGS		-				•	•	•		70,987	9
Genera	l Balma	o Shot	rt at	Cleate	g el-A	detra	nto,	Sopto	mber	30	, 1874.	
Construction,-	_Rhode	Talan	a.		Dr.			\$1,106	RAR	90		
Jones action,	Massa			•	•	•	•	1,097				
			,,	• .	•	•	•		,0.00		\$2,205,691	3
ars											570,074	
ocomotives,				•		•		•	•	•	263,339	
East Providen	ce Bran	oh Ra	ilrosi	l, .	•	•					301,730	
laduct at Wo	rcester,		•	٠.	•	•		•		•	24,824	7
					•					•	\$3,365,659	7
faterials on l	and for	oper	ating	the	road,	38 pc	er				V -,,	
inventories,		٠.			• '			\$176	,033	93		
ash on hand,								100	,280	12		
tote on hand,				•					280	00		
Balances due	from oth	ner lin	es, c	rpor	ations,	&c.	, .	52	,445	14		
										—	329,039	19
					Cr.						\$3,694,69 8	9
Capital stock,					•			\$2,000	.000	00		
Bonds payable								- /	,000			
otes payable,		•	•		•			1,075	•			
•						•		<u></u>		_		
Innaid divides	n d a				. \$4,1	25 (M	\$ 3,575	,654	69		
Inpaid divider Salances due		nes 4	· Meno	ratio			~					
	omer n	шов, (or ho	I GUIU	-	83 3	ın					
&c., .	• :	•	•	•			~	40	,118	30		
							_	43	,110	30		
ncome anmin	a carnin	O'R.	_		_	_		60	925	98		
nco me, surplu	s earnin	ıgs,	•	•	•	•	•	69	,925	98	\$3,694,698	gr

Description of Road.	
 Date when the road or portions thereof were opened for public use:— From Providence, R. I., to Worcester, Mass., 	Sept., 1847.
 Length of main line of road from Providence to Worcester,* Length of main line of road in Massachusetts, In other States [Rhode Island], Length of line with track laid, if road is not 	43.41 miles. 25.51 miles. 17.90 miles.
completed, 4. Length of double track on main line, 5. Branches owned by company, [In connection with the Worcester and Nashua	Completed. 30.65 miles.
R. R. Co. at Worcester, Mass., single track], 6. Total length of branches owned by company, 7. Total length of branches owned by company in Massachusetts,	1 mile. 1 mile. 1 mile.
9. Length of double track on branches, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks	None. 44.41 miles
not above enumerated,	18 miles. 10.5 miles. 93.06 miles.
4. Same in Massachusetts,	49.26 miles. 21 miles.
(Weights per yard, 60 lbs.) 3. Total length of steel-top rails in tracks belonging to this company,	None.
Number of spans of bridges of 25 feet and upwards, Number of iron bridges (aggregate length, feet,	33 None.
Number of wooden bridges (ag. length, feet 3,284),	25

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	ATION. Kind. Material. L		Length.	When built.
Branch Ave., R. I., . Comstock, R. I., .	Truss, Truss,	Wood, Wood,	58 feet, 102½ feet,	February, 1874. July, 1874.
21. Number of cro 22. Number of cro 23. Number of cro 24. Number of high 25. Number of high 26. Number of cro 27. Number of cro gates nor fla 28. Number of rail ing each [W	ssings of high ossings of high nway bridges 18 shway bridges ssings at which and, seings at which gmen,	ays over railroad ways under railroad feet above trace less than 18 feet agates or flagment there are neith at grade, specifications.	il- ck, 6 · 6 · 6 · 6 · 6 · 6 · 6 · 6 · 6 · 6	•

[•] Lengths in all cases to be given in miles and decimals.

•	^	
А	h	4

29. Number of railroad crossings over other railroads, specifying each,	None.	
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT. 31. Name, description and length of each,— Milford & Woonsocket Railroad, Hopkinton Railroad, 32. Total length of above roads, 33. Total length of above roads in Massachusetts, 34. Total length of above roads in other States, specifying each, 35. Total miles of road operated by this company, 36. Total miles of road operated by this company in Massachusetts, 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph stations operated jointly. by railroad and telegraph company,	3.88 miles. 11.55 miles. 27 18 43.41 None. 9 1	15.43 miles. 15.43 miles. None. 59.84 41.94

* Lengths to be given in miles and decimals.

Rolling Stock.

	Total number.	Value.	Per mile road operated.
 Locomotives (average weight of engines in working order, 30 tons),	29	\$ 263,339 35	.493
 5. Snow-plows (average weight, 9 tons), 6. Passenger cars (average weight, 17 tons), Passenger cars (maximum weight, 201 tons), 7. Mail and baggage cars (av. weight, 171 tons), 	2 41 ·	Included in lo- comotive acc't. \$131,842 80	.0339 .697

Rolling Stock-Continued.

	Total number.	Value.	Per mile road operated.
8. 8-wheel box freight cars (av. weight, 10 tons), 9. 4-wheel box freight cars (av. weight, 5 tons), 10. 8-wheel platform cars (av. weight, 8 tons), 11. 4-wheel coal cars (av. weight, 4 tons),	1,257	\$438,231	20 21.36
12. Other cars (),	None.	-	-
13. Total value,		\$833,413	35 -
14. Total freight cars, including coal, &c., on a basis		_	-
of 8 wheels,	707	-	-
brakes,	None.	-	
16. Number of cars equipped with train brakes, (Kind of brake, .)	None.	-	-
17. Number of passenger cars with Miller platform and buffer,	None.	-	-
Milesge, Traffic, &c.			
 Miles run by passenger trains, Rate of speed of express passenger trains, in- 		231,210	٠
cluding stops,	28 mi	les per ho	ur.
ing stops,		les per hot 271,940	ur.
5. Rate of speed of express freight trains, including stops,		les per ho	ur.
6. Rate of speed of accommodation freight trains, including stops,		les per ho	
7. Miles run by other trains, and for what purpose [gravelling, &c.],	2.0	25,810	•
8. Total train miles run,		20,010	528,960
9. Number of through passengers (whole length of road),		65,334	
10. Number of local [and joint] passengers (over part of road),	1,	650,302	
11. Total number of passengers carried,12. Total passenger mileage, or passengers carried	1,	715,636	•
one mile,	1	942,985	15,191,135
14. Number of tons carried,		506,383	15 000 000
15. Total freight mileage, or tons carried one mile, 16. Freight mileage to and from other roads,		280,327	15,237,902
17. Highest rate of fare per mile, for any distance, 18. Lowest rate of fare per mile, for any distance	10 cen	its.	
(single fare),	2.22	cents.	
season tickets) received from passengers on roads operated by this company,	2.8 cc	ents.	
20. Average rate of fare per mile received from passengers to and from other roads,*	3.14	cents.	
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per			
day to each ticket, †	.74	cent.	

After deducting all allowances for tolls, or use of cars, &c.
 † If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

PROVIDENCE & WORCESTER RAILROAD. [Jan. 366

22. Average rate of fare per mile for all pas	ssengers, 2.64 cents.
23. Highest rate of freight per ton per i	
any distance,	for any
distance,	2.25 cents.
25. Average rate of freight per ton per	mile on
roads operated by this company, .	3.33 cents.
26. Average rate of freight per ton per mile from other roads.*	e to and 2.80 cents.
27. Average number of cars in passenger	
including baggage cars,	4
28. Average number of cars in freight train	
of 8 wheels),	23
locomotive and tender, in working or	
clusive of passengers,	. 120 tons.
30. Average weight of freight trains, in	
locomotive and tender, in working exclusive of freight,	g order, 275 tons.
31. Number of persons regularly employed	
pany, including officials,	615
* After deducting all allowances f	or tolls, or use of cars, &c.
Classification of Business	

Classification of Business.			
Passengers. 1. Passengers from other States,*			130,865
2. Passengers going to other States,* . 3. Passengers travelling only within this State		:	137,220 326,515
4. Total season-ticket passengers (round trip),			108,116

^{*} Apply only to the roads crossing the State line.

FREIGHT, IN TONS.

•	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal.	77,886		_	_	
2. Bituminous coal,	82,566	-	-		_
8. Petroleum.	-	1,040	4,210		_
4. Railroad iron, including steel			-,	l i	
and steel-capped rails,	300	1,600	۱ -	i - I	-
5. Castings and other iron, .	1,800	·-	i -	-	-
6. Other metals,	·- I	-	-	-	-
7. Iron and other ores,	4,150	-	-	-	-
8. Stone and brick,	90	9,560	-	-	-
9. Lime, cement and sand, .	2,850	-	-	- 1	-
0. Lumber,	2,180	2,900	-	-	
1. Ice,	-	9,500	-	-	-
2. Live stock,	-	82,800	520	- 1	-
8. Dressed carcasses, smoked					
_and salted meats,	=		. .	-	-
4. Flour,	780	2,600	1,820	- 1	-
5. Grain,	420	18,290	4,520	- 1	-
6. Other agricultural products, .	- 1	630	-	-	-
7. Manufactures not included				1	
above,*	6,524	8,662	4,961	- 1	-
8. Merchandise,*	17,214	19,690	14,925	-	-
9. Other articles,	8,208	6,110	8,068	-	-
0. Total tons carried,	154,918	108,382	84,034	-	

Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.
† Apply only to the roads terminating in Boston.

				ses beyond m Control.	FROM THRIR DUCT OR CA	TOTAL.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Passengers,			_	_	-	1	-	1
Employés, .	•		-	-	-	3	-	3
Others, .	•		-	-	1	-	1	-

List of Accidents in Massachusetts.

Statement of each Accident.

October 17, 1873.—Hiram S. Carr, an employé, fell from and under a moving freight train, near Branch Bridge, and was fatally injured.

October 21.—Hugh Collins, an employé, was injured coupling cars at Ux-bridge.

October 29.—Timothy McLaughlin, while walking on track near Woonsocket, was struck by moving freight train and lost an arm.

December 9.—James Monohan, a boy, while stealing a ride on freight train, fell near Woodlawn, and was slightly injured.

December 20.—Charles F. Arnold stole a ride on freight train, and, in attempting to get off moving train at Woonsocket, was injured.

January 15, 1874.—John Trudell, while lying on track at Valley Falls, was run over and killed by locomotive of passenger train.

January 27.—Edwin Moore, an employé, had his hand injured while coupling cars at Worcester.

February 4.—Bernard O'Neil, an employé, fell between cars of a moving freight train near Providence, and was killed.

February 18.—Edwin Paine, a boy, while playing about freight cars at cattle track in North Providence, was run over by a train taking cars from said track, and fatally injured.

February 25.—Charles Ufford, an employé, fell from engine of freight train near Sutton, and was injured.

March 5.—Edward F. Preston, in getting off of a moving passenger train at Pawtucket, fell, and was fatally injured.

March 24.—Patrick Gormley stepped in front of passenger train at Hamlet, and was fatally injured.

March 30.—Ann Edwards, while walking on track near Valley Falls, stepped in front of passenger train and was injured.

April 9.—Matthew Perrin, an employé, in attempting to jump from one moving freight train to another going in an opposite direction, near Providence, fell and was fatally injured.

July 16.—Frank Jourdan, in attempting to get upon a moving freight train at Webster Street crossing in Providence, fell under the cars and was killed.

July 21.—Thomas J. Hopkins jumped from moving passenger train near Blackstone, fell and broke a leg.

August 19.—John Ryan, an employé, while standing side of track near Woonsocket, was struck by passing freight train and fatally injured.

368 1 WIDENCE & WORCESTER RAILROAD. [Jan.

September 3.—Mary Murphy, in attempting to cross the track in front of passenger train near Sutton station, was killed.

WM. S. SLATER,
ISAAC DAVIS,
LYMAN A. COOK,
ESTUS LAMB,
GEO. A. LEETE,
JAMES Y. SMITH,
G. L. SPENCER,
HENRY CHAPIN,
JOHN C. WHITIN,
JOHN R. BALCH,

Directors of the Providence & Worcester Railroad Company.

STATE OF RHODE ISLAND.

PROVIDENCE, SS. PROVIDENCE, October 23, 1874. Then personally appeared William S. Slater, Isaac Davis, Lyman A. Cook, Estus Lamb, George A. Leete, James Y. Smith, G. L. Spencer, Henry Chapin, John C. Whitin and John R. Balch, and severally made oath to the truth of the foregoing statement by them subscribed.

CHARLES STAPLES, Justice of the Peace.

Name and Residence of Officers.

[Elected February 2, 1874.]

William S. Slater, President; John R. Balch, Treasurer and Clerk; William D. Hilton, Superintendent.

Proper Address for the Company.

PROVIDENCE AND WORCESTER RAILROAD COMPANY,
PROVIDENCE, R. I.

PROVIDENCE, October 26, 1874.

The undersigned, Commissioners of the Providence & Worcester Railroad Company, have examined this report, believe it to be correct, and hereby approve the same.

T. L. NELSON,
Commissioner for Massachusetts.
JOHN R. BARTLETT,
Commissioner for Rhode Island.

Report of the Commissioners of the Providence & Worcester Railroad Company to the Legislatures of Massachusetts and Rhode Island.

•	oany's of de pts ar s and ompan o the hase o	office ecidin ad pro Rhodo y, we 30th f real	o in g wofits, e Isl find day esta	Prove hat property and left that of State, not seen to be a constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the co	idence portice erly prespect t the Septer ew de	e, or on o perta ctive net nber epota	the fall in to ely; a expe expe expe expe 3 and \$229	26t exp tha and, ndit 3, w seco	h da end t pa hav ures ere ond 79	ay of October, itures of said art of the road ring examined a for construc-
For purchase of new page	usseng	ger an	d fr	eight	cars,	•	97	,664	80	327,331 59
Viaduct at Worcester. East Providence Branc	h Dai	Imagal						,824 .,730		\$3,039,104, 69
East 1 lovidence Diane	ii Kai	moud,	, .	•	•	•		,,,,,,,	—	326,555 09
Apportioned as follo										\$3,365,659 78
m 14										\$ 1,558,604 38
	•	•	•	•	:	•	•	•	•	1,807,055 41
The whole amount of ber 30, 1873, to Sep Transportation of passe Transportation of freig Transportation of mail Reuts,	tembe engers thts,	r 30,	1874	, is a	s follo ·	ws,	viz.: \$400 506 6 11	_	53 37 38 38	938,071 42
Expenses of maintain						oad	duri	ng t	the	,
twelve months endin	g Sep	tembe	e r 30	, 1874	l :				•	
Fuel,	•	•	•	•	•	•	-	,869		
Oil,		•	•	•	•	•		,038		
Maintenance of way, . Repairs of cars,			•	•	•	•		,364 ,662		
Repairs of locomotives		•	•	•	•	•		,002 ,884		
		•	•	•	•	•		,cc 4 .441		
Passenger expenses, . Freight expenses, .	. •	•	•	•	•	•		,441 ,575		
Freight expenses, . Miscellaneous expenses				•	•	•		,539		
Miscerianeous expenses	, .	•	•	•	•	•		,000	_	\$ 733,375 78
Net earnings,										\$ 204,695_64
Which we apportion	as foll	lows :	_							
To Massachusetts,	•	•	•		•		•			\$102,347 82
To Rhode Island,	•	•	•	•	•	•	•	•	•	102,347 82

Said Commissioners also find, on examination of the books of said Company, that separate accounts of the expenditures in Rhode Island and Massachusetts have been kept, agreeably to the Acts of said States creating the present Providence & Worcester Railroad Company.

T. L. NELSON, Commissioner for Massachusetts. JOHN R. BARTLETT, Commissioner for Rhode Island.

REPORT

OF THE

SALEM & LOWELL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated by the Boston & Lowell Railroad Corporation.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.	_	
1. Capital stock authorized by charter,	\$400,000 00	
2. Capital stock authorized by votes of company,	243,300 00	
3. Capital stock issued (number of shares, 2,433), .	049 905 00	
amount paid in, 4. Capital stock paid in on shares not issued	243,305 00	
(number of shares,),	None.	
5. Capital stock, total amount paid in,	None.	\$243,305 00
6. Capital stock paid in per mile of road owned	1	4 .000,000 00
by company,	14,412 09	
7. Capital stock paid in, proportion for Massachu-	·	
setts,*	All.	
8. Capital stock, number of shares issued not en-		
titled to dividends,	None.	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100.)		
10. Number of stockholders,	38	
11. Amount of stock held in Massachusetts,	189,300 00	•
12. Number of stockholders in Massachusetts, .	34	
Debt.		
13. Funded debt as follows:—		
1st mortgage bonds, due 1878, rate of interest,	,	
6 per cent.,	226,900 00	
14. Total amount of funded debt,	,	226,900 00
15. Unfunded debt incurred for construction, equip-	1	,
ment or purchase of property,†	12,500 00	
16. Unfunded debt incurred for any other purpose,	l	
and for what,	None.	
17. Other debts—current credit balances, &c.,	13,963 11	050 000 11
18. Total debt liabilities, 19. Amount of debt liabilities after deducting cash,		253,363 11
sinking funds in hands of trustees, and such		
securities and debt-balances as do not repre-		
sent permanent investments,	250,813 88	
20. Proportion of same for Massachusetts,*	250,813 88	
21. Proportion of same per mile of road,	14,856 88	
22. Contingent liabilities as guaranter of bonds or		
debts of other corporations, specifying same,	Nothing.	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

CASH REALIZED, &C. 23. Total cash realized from capital, and debt in-		
23. Total cash realized from capital, and debt in-		

curred for construction, equipment, &c.,	\$ 386,372 6	6
24. Total amount of income which has been ex-		
pended (in addition to funds derived from	•	
capital and debt) in construction, equip-		
ment and purchase of property,	82,968 8	4
25. TOTAL MEANS APPLIED TO CONSTRUCTION,	,	
EQUIPMENT AND PURCHASE OF PROPERTY, .	481,468 8	4
26. Proportion of above for Massachusetts,*	481,468 8	
Cost of Road, Equipment, and Property.		,
Construction of Road and Branches built by		
Company.		
1. Grading and masonry	\$94,831 7	7
2. Bridging,	3,139 1 123,801 1	.5
3. Superstructure, including rails,	123,801 1	.ප්
4. Land, land damages and fences,	60,507 2	5
5. Passenger and freight stations, wood-sheds and) ' '	
water stations,	0 000 1	•
6. Engine-houses, car-sheds and turn-tables,	} 8,399 1	3
7. Machine shops,	[]	
8. Interest paid during construction, discount, &c.,	95,293 ()5
9. Engineering, agencies, salaries and other ex-	0,	. •
penses during construction,	12,953 9	N.
10. Total expended for construction,	12,000	\$398,925 45
11. Average cost of construction per mile of road	Ì	\$000,020 40
built by company,	23,630 2	99
12. Same per mile of single track built by com-	20,000 2	
	92 620 6	00
pany, not including sidings,	23,630 2	
chusetts,*	200 005	ıc
chusetts,	398,925 4	i.
Equipment.		
14. Locomotives (number, 3),	21,948	55
15. Snow-plows on wheels (number,),		
16. Passenger, mail and baggage cars (number, 4), .	7,420 6	32
17. Freight and other cars (number, 197),	53,174 2	22
18. Machinery and tools [included in foregoing from		
income].		
19. Total for equipment,	ļ	82,543 39
20. Average cost of equipment per mile of road op-	1	•
erated by company,	-	-
21. Proportion for Massachusetts,*	-	
PROPERTY PURCHASED AND ON HAND, NOT IN-		
CLUDED IN THE FOREGOING ACCOUNTS.	-	
[None.]	•	
32. Whole amount of permanent invest-		
MENTS,	481,468	24
33. Proportion for Massachusetts,	481,468	
34. Total property and assets of the company,	401,400	
VI IVIAL ENVERNII AAD ASSEIS OF IND COMPANI.	1	484,168 1
35 Amount of sinking and contingent funds and	None	
35. Amount of sinking and contingent funds, and	None.	
35. Amount of sinking and contingent funds, and their purpose,		
35. Amount of sinking and contingent funds, and	<u>'</u>	
35. Amount of sinking and contingent funds, and	he Year.	
35. Amount of sinking and contingent funds, and their purpose,	he Year.	Nothing.

[•] Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

					_		
Revenue for th	e Year						
[Earnings received by the Bos Corporation		Low	ell R	ailro	ad	-	
11. Receipts as rents for use of r	oad a	nd e	quip	ment	, w	hen	******
leased,							\$17,500 00
12. TOTAL EARNINGS,	2		*		*		17,500 00
13. Per mile of road operated, 14. Per mile of road operated,—co	omput	ed as	sing	le			
track, not including sidings,							
 Per train mile,		3				1	
17. Income from other roads,							Desciond be
18. Income from rent of property of ment, specifying same,—	other t	han	road	and	eq	uip-	Received by
 Income from all other sources sinking funds, investments i 	n stoe	ks, b	onds	, ste	aml	boat	R. R. Corporation.
property, transportation lines	, &cc.,	speci	fying	g san	ne :	-] -
20. TOTAL INCOME,	2.14		*			3.54	17,500 00
21. Percentage to capital stock and 22. Percentage to means applied t		struct	ion,	equi			
&c.,						0.00	
Expenses of Operating the [Paid by the Boston & Lowell					n.7		
			rpor	at to	4.1		
CIASS 2.—General	Expe	nses.					-01 400 DP
1. Taxes, State and local, 2. General salaries, office expenses		iscel	lanec	·. us, 1	ot	em-	\$1,400 86 112 21
braced in Classes 3 and 4, . 7. Total expenses,					15	14	1,513 07
7. TOTAL EATENSES,		•			4		2,020 01
Net Income, Divid	lends,	&c.					
1. TOTAL NET INCOME ABOVE EXP.	ENSES,						\$15,986 93
Amount paid other companies as fying each company, the amount	rent i	or us					20101
is computed,							Nothing.
3. Net income above expenses,					٠.	001	15,986 93
4. Percentage of same to capital ste 5. Percentage to total means applie				n.		3.24	
equipment, &c.,					- 3	3.32	
6. Paid for interest,							13,614 00
7. Dividends declared, 1 per cent.	for the			ount	, .		2,433 00
8. Date of last dividend declared,							Feb. 15, 1874.
9. Deficit for the year,							60 07 89 97
11. Total Deficit,	year,		*				150 04
12. Paid to sinking funds in hands o	f trus	tees.	•		*		Nothing.
14. I am to sinking runus in name o	a prus	0000,	•		_		Tivillia.
General Balance Sheet at Clos	ing of	A 0001	ınts,	Septe	mb	er 30	, 1874.
	Dr.			•			,
Railroad,	•						. \$481,468 84
Profit and loss account,							. 150 04
Boston & Lowell Railroad Corporati	-	•					. 485 75
~ .	.011,		•		•	•	. 2.063 48
Cash,	•		•		•	•	. 2,000 90
							\$ 484,168 11

Capital stock, 24,333 shares, Bonds due 1878, Unpaid dividends, 62 25 State tax, 1,400 86 Note payable, Description of Road. 1. Date when the road or portions thereof were opened for public use: From Tewksbury to Peabody, Length of main line of road in Massachusetts, In other States, Length of min line of road in Massachusetts, In other States, Length of line with track laid, if road is not completed, Length of double track on main line, Date when the road or portions thereof were opened for public use: In other States, Length of main line of road in Massachusetts, In other States, Length of double track on main line, Description of Road. 1. Date when the road or portions thereof were opened for public use: I Peabody, Length of main line of road in Massachusetts, Length of double track on main line, Description of Road. 1. Date when the road or portions thereof were opened for public use: I Peabody, Length of main line of road in Massachusetts, Description of Road. 1. Date when the road or portions thereof were opened for public use: I Peabody, Length of main line of road in Massachusetts, Description of Road. 1. Date when the road or portions thereof were opened for public use: I Peabody, Length of main line of road in Massachusetts, Description of Road. 1. Date when the road or portions thereof were opened for public use: I Peabody, Length of main line of road in Massachusetts, Description of Road. 1. Date when the road or portions thereof were opened for public use: I Peabody, Length of main line of road in Massachusetts, Description of Road. 1. Date when the road or portions thereof were opened for public use: I Peabody, Length of main line of road in Massachusetts, Description of Road. 1. Date when the road or pain in teresbury in the road or pain in the road in Massachusetts, Description of the Road. 1. Date when the road or portions thereof were opened were track, and the road of the road of the road of the road of the road of the road of the road of the road of the road of the road of the roa					CI	₹.		
Bonds due 1878,	Capital stock, 24,33	3 share	8.					. \$243,305 00
Unpaid dividends, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, State tax, Stat	• • •		٠.					. 226,900 00
State tax,	•						_	,
Description of Road. 1. Date when the road or portions thereof were opened for public use:— From Tewksbury to Peabody, 2. Length of main line of road [from Tewksbury to Peabody,*] Length of main line of road in Massachusetts, In other States, 3. Length of line with track laid, if road is not completed, 4. Length of double track on main line, 5. Branches owned by company, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, 16. Total length of steel rails in tracks belonging to this company, 17. Number of synam of bridges (ag_regate length, feet, 121), 18. Number of synam of bridges (ag_regate length, feet, 121), 19. Number of crossings of highways at grade, 21. Number of crossings of highways over railroad, 22. Number of crossings of highways over railroad, 23. Number of highway bridges less than 18 feet above track, 24. Number of highway bridges less than 18 feet above track, 25. Number of crossings at which there are neither gates nor flagmen, 26. Number of railroad crossings at grade, specify- 27. Number of railroad crossings at grade, specify-	_ • ′	•	•	•	•	•	•	
Description of Road. 1. Date when the road or portions thereof were opened for public use:— From Tewksbury to Peabody, Length of main line of road if from Tewksbury to Peabody, Length of main line of road in Massachusetts, In other States, Length of line with track laid, if road is not completed, Length of double track on main line, Branches owned by company, Total length of road belonging to this company, Length of line with track laid, if road is not completed, Length of double track on main line, Branches owned by company, Length of double track on main line, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Branches owned by company, Length of double track on main line, Length of double track on main line, Length of double track on main line, Length of double track on main line, Length of double track on main line, Length of d	,	•	•	•	•	•	•	,
Description of Road. 1. Date when the road or portions thereof were opened for public use:— From Tewksbury to Peabody, Length of main line of road [from Tewksbury to Peabody,* Length of main line of road [from Tewksbury to Peabody,* Length of fain in soft road [from Tewksbury to Peabody,* Length of line with track laid, if road is not completed, Length of line with track laid, if road is not completed, Length of double track on main line, Branches owned by company, Total length of road belonging to this company, Length of sidings and other tracks not above enumerated, Same in Massachusetts, Length of double track on main line, Same in Massachusetts, Length of steel road belonging to this company, computed as single track, Length of double track belonging to this company, computed as single track, Length of line with track belonging to this company, computed as single track, Length of steel road belonging to this company, computed as single track, Length of line with track laid, if road is not completed. Single track, None. 16.882 miles. Length of steel road belonging to this company, computed as single track, Length of line with track laid, if road is not completed. Single track, None. 16.882 miles. Length of steel road belonging to this company, computed as single track, Length of line with track laid, if road is not completed. Single track, None. 16.882 miles. Length of steel road belonging to this company, computed as single track, Length of steels road belonging to this company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, company, com	note payable, .	•	•	•	•	•	•	
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1. Date when the road or portions thereof were opened for public use:— From Tewksbury to Peabody, 2. Length of main line of road [from Tewksbury to Peabody,* Length of main line of road in Massachusetts, In other States, 3. Length of line with track laid, if road is not completed, 4. Length of double track on main line, 5. Branches owned by company, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, 16. Total length of steel-top rails in tracks belonging to this company, 17. Number of spans of bridges of 25 feet and upwards, 18. Number of iron bridges (ag. length, ft.,), 19. Number of crossings of highways at grade, 21. Number of crossings of highways under railroad, 22. Number of crossings of highways under railroad, 23. Number of highway bridges less than 18 feet above track, 24. Number of highway bridges less than 18 feet above track, 25. Number of crossings at which gates or flagmen are maintained, 26. Number of railroad crossings at grade, specify- 27. Number of railroad crossings at grade, specify- 28. Number of railroad crossings at grade, specify-		•						T
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28. Number of railroad crossings at grade, specify-								
			ssing	s at	grad	e, sp	ecify-	road Corporation.
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[•] Length in all cases to be given in miles and decimals.

Rolling Stock.

[Owned by Boston & Lowell Railroad Corporation.]

Mileage, Traffic, &c.

List of Accidents in Massachusetts.

			SES BETOND CONTROL.		OWN MISCON- BELESSNESS.	To	TAL.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		-	-	-	-	-	-
Employés, .		-	161	1	-	1	-
Others, .		-	-	-	-	12	-

Statement of each Accident.

February 9, 1874.—Benjamin F. Vanderford, an employé, was run over and fatally injured at Salem.

F. B. CROWNINSHIELD, H. HOSFORD, J. G. ABBOTT, GEO. STARK, WILLIAM A. BURKE,

Directors of the Boston & Lowell Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, November 2, 1874.—Then personally appeared J. G. Abbott, Geo. Stark and William A. Burke, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT, Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, November 4, 1874. Then personally appeared Francis B. Crowninshield and H. Hosford, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT, Justice of the Peace.

Name and Residence of Officers.

William E. Livingston, President, Lowell; F. H. Nourse, Treasurer and Clerk, Winchester.

Directors. — William E. Livingston, Josiah B. French, Atwill F. Wright, Alden B. Buttrick, Daniel S. Richardson, Addison Putnam, George Runels,—of Lowell.

Proper Address for the Company.

SALEM AND LOWELL RAILROAD COMPANY, F. H. NOURSE, Clork and Treasurer, Boston.

REPORT

OF THE

SOUTH SHORE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

		Capital Stock, Debts, &c.
		CAPITAL STOCK.
	\$600,000 00	1. Capital stock authorized by charter,
•	10,000 shares.	2. Capital stock authorized by votes of company,
	050 005 00	3. Capital stock issued (number of shares, 10,000),
	259,685 00	amount paid in,
		4. Capital stock paid in on shares not issued, (number shares,),
\$259.685 0	_	5. Capital stock, total amount paid in,
\$200,000 0		6. Capital stock paid in per mile of road owned
	22,499 13	by company,
	,	7. Capital stock paid in, proportion for Massa-
	259,685 00	chusetts,*
	•	8. Capital stock, number of shares issued not
-	-	entitled to dividends,
		9. Par value of shares, \$50; (the average price
	~~	at which shares were sold, \$25.968).
	27	10. Number of stockholders,
	259,555 15 26	11. Amount of stock held in Massachusetts,
	20	12. Number of stockholders in Massachusetts,
		DEBT.
		13. Funded debt, as follows:—
		1st mortgage bonds, due October 1, 1880, rate
	150,000 00	of interest, 6 per cent.,
150,000 0		14. Total amount of funded debt,
	105 000 00	15. UNFUNDED DEBT, incurred for construction,
275,000 0	125,000 00	equipment or purchase of property,
275,000 0		18. Total debt liabilities, 19. Amount of debt liabilities after deducting cash,
		sinking funds in hands of trustees, and such
		securities and debit balances as do not repre-
	228,127 49	sent permanent investments,
	228,127 49	20. Proportion of same for Massachusetts,*
	19,751 29	21. Proportion of same per mile of road,
		Cash Realized, &c.
		3. Total cash realized from capital and debt in-
	534,685 00	curred for construction, equipment, &c.,

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

		24. Total amount of income which has been ex- pended (in addition to funds derived from capital and debts) in construction, equip-
	\$91,907 96	ment and purchase of property,
\$626,592 96		25. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,
postopina es	626,592 96	26. Proportion of above for Massachusetts,*
		Cost of Road, Equipment, and Property.
		CONSTRUCTION OF ROAD AND BRANCHES BUILT BY
	\$125,382 06	1. Grading and masonry,
	13,448 80	2. Bridging,
	82,063 10	3. Superstructure, including rails,
	101,977 56	4. Land, land damages and fences,
	101,011 00	5. Passenger and freight stations, wood-sheds and
	25,303 16	water stations,
	4,226 66	6. Engine-houses, car-sheds and turn-tables,
C.	-	7. Machine shops,
	21,886 70	8. Interest paid during construction, discount, &c.,
		9. Engineering, agencies, salaries and other ex-
	87,878 58	penses during construction,
\$462,166 62	- John 50	10. Total expended for construction,
A small soon on		11. Average cost of construction per mile of road
	40,014 43	built by company,
		12. Same per mile of single track built by com-
	40,014 43	pany, not including sidings,
	200	13. Proportion of cost of construction for Massa-
	462,166 62	chusetts,"
		EQUIPMENT.
	15,600 50	14. Locomotives (number, 3),
-	5.0000	15. Snow-plows on wheels (number,),
	17,026 50	16. Passenger, mail and baggage cars, (number, 14), .
	6,799 34	17. Freight and other cars (number, 15),
-	-	18. Machinery and tools,
39,426 34		19. Total for equipment,
	2.222.	20. Average cost of equipment per mile of road op-
	3,413 54	erated by company,
	39,426 34	21. Proportion for Massachusetts,*
		PROPURTY BURGHASED AND ON HAND NOT IN
		PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS.
		23. Stock of Duxbury & Cohasset Railroad, 1,250
	125,000 00	shares, purchased for
125,000 00	140,000 00	30. Total property purchased,
		31. Property in Massachusetts (including propor-
-	-	tion of equipment),
	626,592 96	32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,
	626,592 96	33. Proportion for Massachusetts,
642,647 97	parieta es	34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,
		35. Amount of sinking and contingent funds and
	00 000 00	their purpose,
	39,660 00	

Expenditures Charged to Capital Account during the Year.

[None.]

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

	
Revenue for the Year.	
1. Receipts from local passengers on roads operated by this company,	
2. Receipts from passengers from and to other roads over roads operated by this company,	\$ 9,031 14
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	65,087 37
4. Receipts for express,	2,108 74
5. Receipts for mails,	1,000 21. 77,227 46
7. Receipts from local freight on roads operated by this company,	622 46
8. Receipts from freight from and to other roads over roads	10 005 70
operated by this company,	16,005 78
10. Total receipts from freight department,	16,628 24
11. Receipts as rents for use of road and equipment, when leased,	
12. Total earnings,	93,855 70
13. Per mile of road operated,	
track, not including sidings, 8,126 03	
15. Per train mile, 1.65	
16. Proportion for Massachusetts,	_
18. Income from rent of property other than road and equip-	
ment, specifying same [stations, &c.]	644 92
19. Income from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat	
property, transportation lines, &c., specifying same),	_
20. TOTAL INCOME,	94,500 62
21. Percentage to capital stock and debt,22. Percentage to means applied to construction, equip-	
ment, &c.,	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating	
expenses). 1. Repairs of road, exclusive of bridges and new rails,*	\$11,474 56
2. New iron rails, deducting old rails sold, (number of miles,	
, weight per yard, 56 lbs.),*	11,892 79
weight per yard),	-
4. Repairs of bridges,	868 35
5. Repairs of buildings and fixtures (station),6. Repairs of and additions to machine-shops and machinery,	1,332_03
7. Repairs of fences, road crossings and signs,	22 00
8. TOTAL, 9. Proportion of same to passenger department, † \$21,055 23	25,589 73
10. Proportion of same to passenger department, † . 4,534 50	
11. Of the above total there was expended for other than ordi-	
nary repairs,	-
CLASS 2.—General Traffic Expenses.	
 Taxes, State and local, General salaries, office expenses and miscellaneous, not em- 	1,641 13
braced in Classes 3 and 4,	1,171 88
3. Insurance premiums and losses by fire and damages for fires	·
set by engines,	244 50 4,972 97
5. Repairs of snow-plows,	

Including labor and materials in new sidings.
 Computed on gross receipts from passenger and freight departments.

_	37	
	New locomotives (charged to operating expenses),	-
	New snow-plows (charged to operating expenses),	_
	Removing ice and snow	_
3.		12,346 71
10	1,120 lbs. of coal, cost \$12,346.71,	9 26
11	Water,	1,237 66
	Switchmen, watchmen, flag and signal men,	754 50
	Telegraph expenses,	458 33
	Total,	22,836 94
15	Proportion belonging to passenger department,* \$18,790 23	22,000 01
18	Proportion belonging to freight department, 4,046 71	
10.	Troportion bolonging to morgat department, 1,040 12	
	CLASS 3.—Passenger-Train Expenses.	
1.	Repairs of passenger, mail and baggage cars,	5,473 04
2	New passenger, mail and baggage cars (charged to operat-	-,
	ing expenses),	_
3.	Damages and gratuities, passenger,	_
	Salaries, wages and incidentals of passenger department, .	14,140 00
	Amount paid other corporations or individuals not operating	
	roads, for use of passenger cars, and repairs of same, t	-
6.		19,613 04
		,
	CLASS 4.—Freight-Train Expenses.	
1.	Repairs of freight cars,	1,582 77
	New freight cars charged to operating expenses,	· -
	Damages and gratuities, freight,	233 62
	Salaries, wages and incidentals of freight department,	5,375 24
	Paid corporations or individuals not operating roads for use	-,
0.		_
	of freight cars,	7.191 63
6.	of freight cars,	7,191 63
6.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN	•
6. 7.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	7,191 63 75,231 34
6. 7. 8.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated,	•
6. 7. 8.	of freight cars, TOTAL, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4, Per mile of the road operated,	•
6. 7. 8. 9.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE BOAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated, Per mile of single track operated, not including sidings, 6,513 53	•
6. 7. 8. 9.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated, Per mile of single track operated, not including sidings, Per train mile, 1.324	•
6. 7. 8. 9.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated,	•
6. 7. 8. 9.	of freight cars, TOTAL, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated, Per mile of single track operated, not including sidings, Per train mile, 1.324 Proportion for Massachusetts, 75,231 34	•
6. 7. 8. 9.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated,	•
6. 7. 8. 9. 10. 11. 12.	of freight cars, TOTAL, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	75,231 34
6. 7. 8. 9. 10. 11. 12.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4, Per mile of the road operated, Per mile of single track operated, not including sidings, Per train mile, 1.324 Proportion for Massachusetts, Proportion for Massachusetts, Net Income, Dividends, &c. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	•
6. 7. 8. 9. 10. 11. 12.	of freight cars, TOTAL, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated,	75,231 34
6. 7. 8. 9. 10. 11. 12.	of freight cars, TOTAL, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	75,231 34
6. 7. 8. 9. 10. 11. 12.	of freight cars, TOTAL, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated,	75,231 34
6. 7. 8. 9. 10. 11. 12. 1. 2.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated, Per mile of single track operated, not including sidings, 1.324 Proportion for Massachusetts, Per train mile, 1.324 Proportion for Massachusetts, Per centage of expenses to income, Sulfamount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed, Net income above operating expenses and amount paid for rent	75,231 34 \$19,269 28
6. 7. 8. 9. 10. 11. 12. 1. 2. 3.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated,	75,231 34
6. 7. 8. 9. 10. 11. 12. 1. 2. 3. 4.	of freight cars, TOTAL, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated,	75,231 34 \$19,269 28
6. 7. 8. 9. 10. 11. 12. 1. 2. 3. 4.	of freight cars, TOTAL, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated,	75,231 34 \$19,269 28
6. 7. 8. 9. 10. 11. 12. 1. 2. 3. 4. 5.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated,	75,231 34 \$19,269 28 - 19,269 28
6. 7. 8. 9. 10. 11. 12. 1. 2. 3. 4. 5. 6.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated,	75,231 34 \$19,269 28
6. 7. 8. 9. 10. 11. 12. 1. 2. 3. 4. 5. 6. 7.	of freight cars, TOTAL, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated,	75,231 34 \$19,269 28 - 19,269 28
6. 7. 8. 9. 10. 11. 12. 1. 2. 3. 4. 5. 6. 7. 8.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4, Per mile of the road operated,	75,231 34 \$19,269 28
6. 7. 8. 9. 10. 11. 12. 1. 2. 3. 4. 5. 6. 7. 8. 9.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated,	75,231 34 \$19,269 28 - 19,269 28
6. 7. 8. 9. 10. 11. 12. 1. 2. 3. 4. 5. 6. 7. 8. 9.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated,	75,231 34 \$19,269 28
6. 7. 8. 9. 10. 11. 12. 3. 4. 5. 6. 7. 8. 9. 10.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4, Per mile of the road operated, Per mile of single track operated, not including sidings, Per train mile, 1.324 Proportion for Massachusetts, Proportion for Massachusetts, Solid Net Income, Dividends, &c. TOTAL NET INCOME ABOVE OPERATING EXPENSES, Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed, Net income above operating expenses and amount paid for rent of roads, Percentage of same to capital stock and debt, Percentage to total means applied to construction, equipment, &c., Paid for interest, Dividends declared, per cent. for the year, amount, Date of last dividend declared, Balance for the year or surplus, Surplus at commencement of the year [\$109,494.19, and sinking fund. \$35.660.001.	75,231 34 \$19,269 28 19,269 28 16,800 50
6. 7. 8. 9. 10. 11. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	of freight cars, TOTAL, TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4. Per mile of the road operated,	75,231 34 \$19,269 28 - 19,269 28 16,800 50 - 2,468 78

^{*} Computed on gross receipts from passenger and freight departments.
† As the Pullman, Wagner or other drawing-room and sleeping-cars.
a Of this there has been expended in construction, \$91,007.96.

							<u> </u>		_
Receipts, Expenses, Net East	rnings,	&c., of	f Pas	senge	Dep	artment.			
1. TOTAL RECEIPTS from P	assen	ger Dej	parti	nent,	as pe	er "Rev	-	Aere 000	
enue for the Year," N	10. 6,	Q1 665	٠, ٠	•	•	•	٠	\$ 77,227	40
 (Total receipts per train mile, \$1,665.) Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9, 							,		
							. 1	21,055	2
4. Expenses, proportion o	of "Ge	neral I	[raffi	c Exp	en 8e8,	," as pei	-		
Class 2, No. 15, . 5. Expenses, "Passenger-T	rain F	· · ·	,,,	nor (مومات	3 No 6	١.	18,790 19,613	
6. Total expenses, .	ruin E	треносо	, 46	ber ,) Ido	. J, MO. U	<u>'</u>	59,458	
7. (Total expenses per trai	in mil	e, \$1,2 8	2.)	-	-	-		,	
8. NET EARNINGS, 9. (Net earnings per train				•	•	•	•	17,768	9(
Receipts, Expenses, Net Es				eicht	Dene	rtment			
				-					
1. Total receipts from Fi for the Year," No. 10,		Depar	tmen	τ, α. μ	er ··	Kevenue	'	\$16,628	24
2. (Total receipts per train	ı mile,	\$1.918.	.) •	•	•	•		\$10,000	~
3. Expenses, proportion of	" Mai	ntenanc	e of 1	Tay a	nd B	uildings,"	'		
as per Class 1, No. 10,	, i a-			F		"		4,534	50
as per Class 1, No. 10, 4. Expenses, proportion of Class 2, No. 16,		neral 1	, ujje	. r.rpe	noce,	as per		4,046	71
5. Expenses, "Freight-Trai	n Exp	enses,"	as p	er Cla	88 4 ,	No. 6,		7,191	
6. Total expenses, .	•		-	•	٠	• •		15,772	
7. (Total expenses per trai	in mile	, \$1.81	9.)					OEE	46
8. NET EARNINGS, 9. (Net earnings per train	mile. \$	i 099 i	•	•	•	•	1	855	40
to to the second	,	, ,							
General Balance S Construction,		Dr	_					\$ 501,592	96
Duxbury & Cohasset Railro	ad Co	mpany	, .					125,000	00
faterial on hand,		•	•					8,782	5 0
Cash,		•						7,272	51
Sinking Fund in hands of t	rustee	3, .	•				•	39,660	00
									_
		α-						\$ 682,307	97
Canital stock		Cr	.			6 950 685	. 00	\$ 682,307	97
-		Cr				\$259,685		\$ 682,307	97
Bonds due October 1, 1880,		Cr ·	• •			150,000	00	\$ 682,307	97
Bonds due October 1, 1880, Bonds due October 1, 1881,		CR		· :		150,000 125,000	00	\$682,307	97
Bonds due October 1, 1880, Bonds due October 1, 1881, Contingent fund,		CR		· · ·		150,000 125,000 1,937	00 00 50	\$ 682,307	97
Bonds due October 1, 1880, Bonds due October 1, 1881, Contingent fund,		CR				150,000 125,000	00 00 50	\$ 682,307	97
Bonds due October 1, 1880, Bonds due October 1, 1881, Contingent fund,		CR				150,000 125,000 1,937	00 00 50	\$682,307 \$682,307	
Bonds due October 1, 1880, Bonds due October 1, 1881, Contingent fund,		•	· · ·	: :	· · · ·	150,000 125,000 1,937	00 00 50		
Bonds due October 1, 1880, Bonds due October 1, 1881, Contingent fund, Income account,	of Rose		•	were	· · ·	150,000 125,000 1,937	00 00 50		
Bonds due October 1, 1880, Bonds due October 1, 1881, Contingent fund, Income account,	of Road		•	were	· · · ·	150,000 125,000 1,937	00 00 50		
Bonds due October 1, 1880, Bonds due October 1, 1881, Contingent fund, Income account, Description of 1. Date when the road or opened for public use From Braintree to Coha	of Rose	i.	· · · · · · · · · · · · ·		. J	150,000 125,000 1,937	00 00 50 47		
Bonds due October 1, 1880, Bonds due October 1, 1881, Contingent fund, Income account, Description of 1. Date when the road or opened for public use From Braintree to Coha 2. Length of main line of	of Rose	i.	· · · · · · · · · · · · ·		J	150,000 125,000 1,937 145,685	00 00 50 47		
Bonds due October 1, 1880, Bonds due October 1, 1881, Contingent fund, Income account, Description of 1. Date when the road or opened for public use From Braintree to Coha 2. Length of main line of to Cohasset],	of Rose	i. Dus the	ereof	intre	J	150,000 125,000 1,937 145,685 an. 1, 18	9 00 9 00 9 50 9 47 49.		
Description of 1. Length of main line of 4. Length of double track.	porticion sset, road road ion ma	d. in Massin line,	ereof Bra	intre	J 1 1 N	150,000 125,000 1,937 145,685 (an. 1, 18 1.55 mile (one.	9 00 9 00 9 50 9 47 49.		
 Date when the road or opened for public use From Braintree to Coha Length of main line of to Cohasset],* Length of main line of 	of Road portice sset, road road ion ma	d. from Massin line,	Bra	intree	1 1 1 N	150,000 125,000 1,937 145,685 an. 1, 18 1.55 mile 1.55 mile	49.		97

^{*} Length in all cases to be given in miles and decimals.

11. Aggregate length of sidings and other tracks	
not above enumerated,	2.56 miles.
12. Same in Massachusetts,	2.56 miles.
	aloo miles.
13. Aggregate length of tracks belonging to this	47.34
company, computed as single track,	14.11 miles.
ne in Massachusetts,	14.11 miles.
al length of steel rails in tracks belonging	
this company,	None.
Cotal length of steel-top rails in tracks belong-	
ing to this company,	None.
17. Number of spans of bridges of 25 feet and up-	1101101
AND THE RESERVE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	
wards,	5
18. Number of iron bridges (aggregate length, feet,	44
	None.
19. Number of wooden bridges (aggregate length,	
feet, 739),	9
20. Bridges built within the year,	None,
21. Number of crossings of highways at grade, .	25
22. Number of crossings of highways over railroad,	4
23. Number of crossings of highways under rail-	122
	2
road,	
24. Number of highway bridges 18 feet above track,	None.
25. Number of highway bridges less than 18 feet	1
above track,	4
26. Number of crossings at which gates or flagmen	
are maintained,	None.
27. Number of crossings at which there are neither	10000
gates nor flagmen,	25
28. Number of railroad crossings at grade, specify-	
	None.
ing each,	None.
29. Number of railroad crossings over other rail-	
roads, specifying each,	None.
30. Number of railroad crossings under other rail-	22
roads, specifying each,	None.
ROADS BELONGING TO OTHER COMPANIES, OPER-	
ATED BY THIS COMPANY UNDER LEASE OR CON-	
TRACT.	
[None.]	
Lioneri	
35 Total miles of road operated by this sameone	11.55
35. Total miles of road operated by this company,	11.55
36. Total miles of road operated by this company	144.44
in Massachusetts,	11.55
37. Number of stations on all roads operated by	
this company,	10
38. Same in Massachusetts,	10
39. Miles of telegraph on line of road operated by	
this company,	11.55
40. Miles of telegraph owned by this company,	11.55
41. Number of telegraph offices in company's sta-	Lind
	C
tions, .	6
42. Number of telegraph stations operated by this	
company,	4
43. Number of telegraph offices operated jointly by	_
railroad and telegraph company,	2

Rolling Stock.

	•	Total number.	Value.	Per mile road operated.
	Locomotives (average weight of engines in working order, 23 3-4 tons),	3		.23
	Tenders (average weight of tenders full of fuel and water, 15 1-6 tons),		\$12,000 00	.23
	Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 39 feet. Total length of heaviest engine and tender			
5. 6.	over all, 45 feet. Snow-plows (average weight, ‡ ton), Passenger cars (average weight, 35,350 lbs.),	1 12	220 00 30,000 00	1.048
7. 8.	Passenger cars (maximum weight, 36,500 lbs.). Mail and baggage cars (av. weight, 29,550 lbs.), 8-wheel box freight cars (av. weight, 16,765 lbs.),	2 4	2,000 00 1,400 00	0.173 0.346
10.	4-wheel box freight cars (av. weight, tons), . 8-wheel platform cars (av. weight, 13,500 lbs.), 4-wheel platform cars (av. weight, tons), .	None. 4 None.	1,200 00	0.346
12.	Other cars (coal, gravel, &c.), av. weight, 6,960 lbs,	7	1,225 00	0.606
3.	Total value,	.	\$ 48,045 00	
	Total freight cars, including coal, &c., on a basis of 8 wheels,	111	-	-
	brakes,	None None	-	<u>-</u>
	(Kind of brake, .) Number of passenger cars with Miller platform		_	_
	and buffer,	None.	-	
	Mileage, Traffic, &c.			
	Miles run by passenger trains,	25 m	46,383 iles per houi	•.
	Rate of speed of accommodation trains, including stops,		iles per hour	
5.	Miles run by freight trains, . Rate of speed of express freight trains, including stops,	None	8,668 run.	
	Rate of speed of accommodation freight trains, including stops, Miles run by other trains, and for what pur-	7 m	iles per hour	·.
_	pose [gravel, &c.],		1,780	56,831
	Number of through passengers (whole length of road),		136,484	00,001

549,67	413,187	Number of local passengers (over part of road), Total number of passengers carried,
40.00		. Total passenger mileage, or passengers carried
3,333,72	3,115,224	one mile,
our on	35,928	. Number of tons carried,
215,83	212,839	Total freight mileage, or tons carried one mile, Freight mileage to and from other roads,
	10 cents.	J. Highest rate of fare per mile, for any distance, [In one instance, between Hingham and West Hingham, distance ½ mile, the fare is 5 cents, or at the rate of 10 cents. for one mile.]
	0 ==	3. Lowest rate of fare per mile, for any distance
	2.55 cents.	(single fare),
	3 cents.	roads operated by this company,
	2 cents.	passengers to and from other roads,"
	1.3 cents.	Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,†
	2.2 cents.	. Average rate of fare per mile for all passengers,
	67.5 cents.	Highest rate of freight per ton per mile, for any distance,
	or to contra.	Lowest rate of freight per ton per mile, for any
	3.2 cents.	distance,
	13 cents.	roads operated by this company,
	7.5 cents.	from other roads," Average number of cars in passenger trains,
	4.02	including baggage cars, Average number of cars in freight trains (basis
	5	of 8 wheels),
		Average weight of passenger trains, including locomotive and tender, in working order,
	79 tons.	exclusive of passengers,
	76.8 tons.	exclusive of freight, Number of persons regularly employed by com-
	45	pany, including officials,

* After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give
the rate on such basis.

Classification of Business.

Passengers.				
3. Passengers travelling only within this State,.				549,671
4. Total season-ticket passengers (round trip), .	•	•	•	84,553

FREIGHT, IN TONS.

[35,928 tons were carried during the year, mostly general merchandise. There were not any large amounts of coal, lumber, &c., transported over this road.]

List of Accidents in Massachusetts.

			ses beyond n Control.	FROM THEIR DUCT OR CA	To	TAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			-	_	-	_	-
Employés, .		-	-	-	-	_	-
Others, .		-	-	-	1	-	1

Statement of Each Accident.

August 31, 1874.—Man named Bartlett, walking on track, slightly injured.

ONSLOW STEARNS,
OLIVER AMES,
FRANCIS B. HAYES,
E. N. WINSLOW,
URIEL CROCKER,
Directors of the South Shore Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 4, 1874. Then personally appeared Onslow Stearns, Oliver Ames, Francis B. Hayes, E. N. Winslow, Uriel Crocker, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN M. WASHBURN, Justice of the Peace.

Name and Residence of Officers.

Onslow Stearns, President; J. R. Kendrick, Superintendent; J. W. Washburn, Treasurer,—Boston.

Proper Address for the Company.

SOUTH SHORE RAILROAD COMPANY, Boston, Mass. (P. O. Box 5063.)

REPORT

OF THE

SPRINGFIELD, ATHOL & NORTH-EASTERN R. R. CO.,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock, Debts, &c.	1	
CAPITAL STOCK. 1. Capital stock authorized by charter [and sub-		
sequent legislation],	\$1,000,000 00	
2. Capital stock authorized by votes of company,	850,000 00	
3. Capital stock issued (number of shares, 8,095),	Cuojoon on	
amount paid in,	809,500 00	
4. Capital stock paid in on shares not issued		
(number of shares, 5),	260 00	
5. Capital stock, total amount paid in,		\$809,760 00
6. Capital stock paid in per mile of road owned	Charles	Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction o
by company,	16,696 08	
7. Capital stock paid in, proportion for Massachu-	Salatini.	
setts,"	809,760 00	
8. Capital stock, number of shares issued not enti-	22.00	
tled to dividends,	None.	
9. Par value of shares, \$100 (the average price at		
which shares were sold, \$100).	4.00	11
10. Number of stockholders,	168	
11. Amount of stock held in Massachusetts,	807,560 00	
12. Number of Stockholders in Massachusetts,	165	
DEBT.		
13. Funded debt, as follows:—		
1st mortgage bonds, due July 1, 1883, rate of in-	X	
terest, 7 per cent.	50,000 00	
1st mortgage bonds, due July 1, 1888, rate of in-	0.000	
terest, 7 per cent.,	145,000 00	
1st mortgage bonds, due July 1, 1891, rate of in-		
terest, 7 per cent.	100,000 00	
1st mortgage bonds, due July 1, 1893, rate of	1000	
interest, 7 per cent.,	121,000 00	
14. Total amount of funded debt,		416,000 00
15. Unfunded debt, incurred for construction,	223 2 22 23	
equipment or purchase of property,t	228,047 40	
16. Unfunded debt incurred for any other purpose,		
and for what,	0. 100 to	-
17. Other debts,—current credit balances, &c	64,469 42	200 218 00
18. Total debt liabilities,		708,516 82
19. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such		
securities and debit-balances as do not		
represent permanent investments,	689,750 07	
represent permanent my continents, i	Mayrov VI	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

[†] This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

20. Proportion of same for Massachusetts,*	\$689,750 07	
21. Proportion of same per mile of road,	14,221 65	
22. Contingent liabilities as guarantor of bonds or		
debts of other corporations, specifying same,	None.	
Cash Realized, &c.		
23. Total cash realized from capital, and debt in-		
curred for construction, equipment, &c.,	1,436,867 40	
24. Total amount of income which has been ex-		
pended (in addition to funds derived from		
capital and debts) in construction, equip-		
ment and purchase of property,	25,801 29	
25. Total means applied to construction,		
EQUIPMENT AND PURCHASE OF PROPERTY, .		,462,668 69
26. Proportion of above for Massachusetts,*	All.	
Cost of Road, Equipment and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY.		
1. Grading and masonry,	\$570,475 15	
2. Bridging,	56,010 19	
3. Superstructure, including rails,	477,164 53	
4. Land, land damages and fences,	172,536 59	
5. Passenger and freight stations, wood-sheds and	,	
water stations,	19,597 89	
6. Engine-houses, car-sheds and turn-tables,	7,894 21	
7. Machine shops,	None.	
8. Interest paid during construction, discount, &c.,	12,383 56	
9. Engineering, agencies, salaries, and other ex-	· ·	
penses during construction,	15,812 59	
10. Total expended for construction, 11. Average cost of construction per mile of road	\$1	,331,874 71
11. Average cost of construction per mile of road		•
built by company,	27,461 33	
12. Same per mile of single track built by com-		
pany, not including sidings,	27,461 33	
13. Proportion of cost of construction for Massa-		
chusetts,*	1,331,874 71	
-		
EQUIPMENT.	00 000 40	
14. Locomotives (number, 4),	32,071 49	
15. Snow-plows on wheels (number,),	None.	
16. Passenger, mail and baggage cars (number, 6),.	11,142 90	
17. Freight and other cars (number, 18),	13,012 20	
18. Machinery and tools,	1,167 39	F# 000 00
19. Total for equipment,		57,393 98
20. Average cost of equipment per mile of road op-	1 100 00	
erated by company,	1,183 38	
21. Proportion for Massachusetts,*	57,393 98	
Decompose Department and the or House was seen		
PROPERTY PURCHASED AND ON HAND, NOT INCLUD-	1	•
ED IN THE FOREGOING ACCOUNTS.	1	
23. Stock of Springfield, Athol & North-Eastern	99 000 00	
road, 389 shares, purchased for	38,900 00	
28. Houses and lands in Dana (if not used for the	9 500 00	
business of the road, so state) [not used], .	3,500 00	
[Lands in Enfield, not used for the business of		
the road],	1,000 00	
[Shop and lands in Springfield, not used for	20 000 00	
the business of the road],	30,000 00	
29. Other property purchased,	None.	72 400 00
30. Total property purchased,		73,400 00
	I .	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

31. Property in Massachusetts (including portion of equipment),			\$73,400 00 1,402,668 69 1,462,668 69					
PANY, 35. Amount of sin their purpos	king and e				Non	ne.	\$1,482,035	44
Expenditures C	harged to Ca	apital Aco	ount du	ring th	e Yes	ur.		
1. Main line, exte	nsion or alt	eration o	f road.				871,819	24
2. Branches, exter	nsion or alt			speci	fying	each,		
3. Double track e	xtension,						None.	
4. Land [land day			bode be	· ond	-	in ata	22,888	3.21
5. Passenger and tions,	reight stat	dons, wo	ou-sneu	s and	Wall	or sta-	5,097	80
6. Engine-houses,	car-sheds a	and turn-	tables,		3		3,594	
7. New locomotiv							4,571	
8. New snow-ploy							None.	
9. New passenger 10. New mail and				*	-	1 1	6,642 None.	90
11. New freight ca	rs.	3,		3			7,512	20
12. Machine-shops,	machinery	and tools	8, .					02
13. Purchase of ot.	her roads, s	pecifying	what,		4 .		None.	
14. Subscriptions of 15. Any other expering same,—							None.	
Interest, engir	eering, age	ncies, sal	aries an	d oth	er ex	penses	V	
during const	truction, .						10,624	
16. TOTAL,	hatifican bar	annital.		100			132,931	08
17. Property sold a 18. Net addition to					-		None. 132,931	08
20. 200		for the Y		year,			100,001	. 00
1. Receipts from				orional	ad h	- 41.in		
company,	rocar passe.	ngere on	Tonus	opera	ieu b	y time	\$34,572	72
2. Receipts from poperated by	passengers f	rom and t	to other	roads	over	roads	4,034	
3. Receipts from 1	passengers o	ver other	roads a	s toll	s, or f	or use	-,	m
of cars of th	is company	, .		*	*		-	40
4. Receipts for ex					*			50
5. Receipts for ma	om nassenae	r denartm	ent.		7		2,000 41,419	
6. Total receipts fr 7. Receipts from l pany,	ocal freight	t on road	s opera	ted b	y thi	s com-	31,002	
8. Receipts from	freight from	n and to	other :	roads	over	roads		
operated by 9. Receipts from f	this compar	ny, .		- 5"			12,213	21
cars of this	company,	Jan autor	1 .	1	*			27
10. Total receipts fr 11. Receipts as re	nts for use	of road	and e	quipn	ent,	when	43,740	30
12. Total Earning	GS.			-	1		None. 85,160	15
13. Per mile of roa				14.	81.	755 88	00,100	10
14. Per mile of re track, not in	ad operate	d,—compa	uted as	sing	le	755 88		
15. Per train mile, 16. Proportion for				*	*	0.870	100	
16. Proportion for	Massachuse	tts, .		14	85,	160 15	N. 43	
17. Income from of 18. Income from r			r than	rond	and .	omin.	Nothing.	
ment, specify Rent of lands,	ying same,-	-		Tonu	and (eduib-	1,676	91
MANUFACTURE OF THEIR (TO)								

10 Income from all other sources (including accretions from	
19. Income from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat	
	Wathing
property, transportation lines, &c., specifying same),	Nothing.
20. TOTAL INCOME,	\$86,837 06
21. Percentage to capital stock and debt, 5.80	
22. Percentage to means applied to construction, equip-	
ment, &c.,	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
1. Repairs of road, exclusive of bridges and new rails,*	\$12,951 12
2. New iron rails, deducting old rails sold (number of miles,	_
weight per yard,)," 3. Steel rails, deducting old rails sold (number of miles,	None.
3. Steel rails, deducting old rails sold (number of miles,	
weight per yard,),	None.
4. Repairs of bridges,	None. Nothing. 379 19
5. Repairs of buildings and fixtures (station),	379 19
6. Repairs of and additions to machine-shops and machinery,	185 38
7. Repairs of fences, road crossings, and signs,	Nothing.
8. TOTAL,	13,465 69
9. Proportion of same to passenger department, † \$ 6,543 59	
10. Proportion of same to freight department, † . 6,922 10	
11. Of the above total there was expended for other than ordi-	
	Nothing
nary repairs,	Nothing.
Cr. cc Q Commal Traffa Formace	•
CLASS 2.—General Traffic Expenses.	. 4000 00
1. Taxes, State and local,	* \$68 8 93
2. General salaries, office expenses and miscellaneous not em-	0.500.00
braced in Classes 3 and 4,	2,527 29
3. Insuranc premiums and losses by fire and damages for fires	
set by engines,	1,221 70
4. Repairs of locomotives,	1,927 94
5. Repairs of snow-plows,	None.
6. New locomotives (charged to operating expenses),	None.
7. New snow-plows (charged to operating expenses),	None.
8. Removing ice and snow,	Nothing.
9. Fuel—3,452 cords of wood, cost \$12,082; 15 tons of coal,	
cost \$135.00,	12,217 00
10. Water,	In with rents.
11. Oil and waste,	1,228 81
12. Switchmen, watchmen, flagmen and signalmen,	322 55
13. Rents chargeable to freight and passenger departments.	Nothing.
14. TOTAL,	20,134 22
15. Proportion belonging to passenger department, † \$9,792 55	20,102 22
16. Proportion belonging to freight department, † 10,341 67	İ
CT AGG 3 - Passenger Train Frances	
CLASS 3.—Passenger-Train Expenses.	1 000 00
1. Repairs of passenger, mail and baggage cars,	1,228 98
2. New passenger, mail and baggage cars (charged to operat-	
ing expenses),	None.
3. Damages and gratuities, passenger,	250 00
4. Salaries, wages and incidentals of passenger department, .	7,959 90
5. Amount paid other corporations or individuals not operating	l '
roads, for use of passenger cars, and repairs of same, ‡ .	Nothing.
6. TOTAL,	9,438 88
CLASS 4.—Freight-Train Expenses.	1
1. Repairs of freight cars,	245 32
2. New freight cars charged to operating expenses,	None.
	1
	

^{*} Including labor and materials in new sidings.
† Computed on *gross receipts* from passenger and freight departments.
‡ As the Pullman, Wagner, or other drawing-room and sleeping-cars.

3	Damages and gratuities, freight,	\$374 61
4.	Salaries, wages and incidentals of freight department,	8,416 62
	Paid corporations or individuals not operating roads for use of freight cars,	Nothing.
6.	TOTAL,	9,036 55
	CLASSES 1, 2, 3, 4,	52,075 34
9.	Per mile of the road operated, \$1,073 72 Per mile of single track operated, not includ-	
10.	ing sidings,	
11.	Proportion for Massachusetts, 52,075 34	
12.	Percentage of expenses to income, 59.97	
	Net Income, Dividends, &c.	
1.	TOTAL NET INCOME ABOVE OPERATING EXPENSES,'	\$34,761 72
2.	Amount paid other companies as rent for use of road, speci- fying-each company, the amount, and basis on which rent is computed,—	2000
	New London Northern Railroad Co. 8 cents per passenger	247 08
	and 8 cents per ton freight, . Vermont & Mass. Railroad Co. \$100 per month for use of	1000
	Boston & Albany Railroad Co. for use of land, water and	1,200 00
2	station at Springfield, . Net income above operating expenses and amount paid for rent of	3,969 16
	roads [&c.],	29,345 48
	Percentage of same to capital stock and debt, . 1.96 Percentage to total means applied to construc-	10000
	tion, equipment, &c., 2.01	10004 50
6,	Paid for interest, Accrued interest, overdue but not paid,	13,774 57 40,000 00
	Discount on bonds sold below par,	16,940 00 None declared.
9.	Balance for the year, or deficit,	41,369 09
10.	Surplus at commencement of the year,	5,127 71 36,241 38
12.	Paid to sinking funds in hands of trustees,	Nothing.
R	eccipts, Expenses, Net Earnings, &c., of Passenger Department.	
1.	TOTAL RECEIPTS from passenger department, as per "Revenue for the Year," No. 6,	on no or
2.	(Total receipts per train mile, \$0.667.)	\$41,419 85
	Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	6,543 59
4.	Expenses, proportion of "General-Traffic Expenses," as per Class 2, No. 15,	4 4 4 4 4 4
5.	Class 2, No. 15, Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	9,792 55 9,438 88
6.	TOTAL EXPENSES,	25,775 02
8.	(Total expenses per train mile, \$0.415.) NET EARNINGS,	15,644 83
9.	(Net earnings per train mile, \$0.252.)	-
	Receipts, Expenses, Net Earnings, &c., of Freight Department.	
	Total receipts from freight department, as per "Revenue for the Year," No. 10,	\$43,740 30
2.	(Total receipts per train mile, \$1.222.) Expenses, proportion of "Maintenance of Way and Build-	
	ings " as nor Class 1 No. 10	6,922 10
4.	Expenses, proportion of "General-Traffic Expenses," as per Class 2, No. 16,	10,341 67
5.	Expenses, "Freight-Train Expenses," as per Class 4, No. 6, .	9,036 55
1		-

6. TOTAL EXPENSES, 7. (Total expenses per train mile, \$0.735.)	\$26,300			
8. NET EARNINGS,	17,439			
General Balance Sheet at Closing of Accounts,	September 30, 1874.			
Dr.	A1 001 084			
Construction,	\$1,331,874			
Equipment,	57,393			
2-21 3	99 noo 4			
Tuel and other supplies on hand,	600			
Due from U. S. Post-Office Department,	1,430			
Sundry bills receivable,	105			
Nua fram atation aments	13,136			
Cash,	4,004			
Profit and loss account, deficit,	36,241			
0 -	\$1,518,276			
Capital stock,	. \$809,760 00			
Funded debt.	. 416,000 00			
Unfunded debt, incurred for construction, equipme	-			
and purchase of property,	. 228,047 40			
Other debts, current credit balances, etc.,	. 24,469 42			
Unpaid interest,	40,000 00			
	\$1,518,276			
	<u> </u>			
Description of Road.				
1. Date when the road or portions thereof were				
opened for public use:— From Athol to Barrett's Junction, 30 miles,	O-4 16 1971			
From Barrett's Junction to Springfield, 181	Oct. 16, 1871.			
miles,	Dec. 3, 1873.			
2. Length of main line of road from Athol to				
Springfield,*	48.5 miles.			
3. Length of line with track laid, if road is not				
completed,	Track all laid.			
4. Length of double track on main line, 5. Branches owned by company,	None. None.			
10. Total length of road belonging to this company,				
11. Aggregate length of sidings and other tracks				
not above enumerated,	2.333 miles. All.			
13. Aggregate length of tracks belonging to this	50.833 miles.			
 Aggregate length of tracks belonging to this company, computed as single track, 	PA 4300 21			
13. Aggregate length of tracks belonging to this company, computed as single track,	50.833 miles.			
 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, 	None.			
 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, 16. Total length of steel-top rails in tracks belong- 	None.			
 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, 	None.			

^{*} Length in all cases to be given in miles and decimals.

19. Number of wooden bridges (ag. length, 783 ft.), 20. Bridges built within the year,	5 None.	
21. Number of crossings of highways at grade,	46	
22. Number of crossings of highways over railroad,	1	
23. Number of crossings of highways under railroad,	1	
24. Number of highway bridges 18 feet above track, 25. Number of highway bridges less than 18 feet	1	
above track,	None.	
26. Number of crossings at which gates or flagmen	1101101	
are maintained,	1	
27. Number of crossings at which there are neither		
gates nor flagmen,	45	
28. Number of railroad crossings at grade, specify-		
ing each,—	1	
New London Northern, at Barrett's Junction, . 29. Number of railroad crossings over other railroads,	1	
specifying each,		
Boston & Albany, 2 miles east of Springfield, .	1	
30. Number of railroad crossings under other rail-	9.00	
roads, specifying each,	None.	
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT. [None.]		
35. Total miles of road operated by this company,		48.5
36. Total miles of road operated by this company		40.0
in Massachusetts,		48.5
37. Number of stations on all roads operated by		
this company,	17	
38. Same in Massachusetts,	17	
39. Miles of telegraph on line of road operated by	49	
40. Miles of telegraph owned by this company	49	
jointly with Telegraph Co.,	49	
41. Number of telegraph offices in company's sta-	1000	
tions.	6	
42. Number of telegraph stations operated by this		
company,	-	-
43. Number of telegraph stations operated jointly		
by railroad and telegraph company,	6	

Rolling Stock.

W- 8	Total number.	Value,	Per mile road operated.
1. Locomotives (average weight working order, 27 tons), Locomotives (maximum weigh working order, 31 tons), 2. Tenders (average weight of ten and water, 16 tons), Tenders (maximum weight of fuel and water, 20 tons), (Average joint weight of engers, 43 tons),	nt of engines in oders full of fuel	\$32,000 00	.083

Rolling Stock—Continued.

		Total number.	Falue.	Per mile road operated.
_	T. 13. 63. 14. 1. 13. 13. 14. 14. 14. 14. 14. 14. 14. 14. 14. 14	н	>	
	Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 37 1-4 feet. Total length of heaviest engine and tender over all, 40 5-6 feet.	,		
	Snow-plows (average weight, tons), Passenger cars (average weight, 18 tons),	None.	\$8,500 00	.083
7.	Passenger cars (maximum weight, 22 tons). Mail and baggage cars (av. weight, 15 tons),	2	2,500 00	
9.	8-wheel box freight cars (av. weight, 10 tons), . 4-wheel box freight cars (av. weight,),	None.	8,500 00 -	-
11.	8-wheel platform cars (av. weight, 8 tons.), 4-wheel platform cars (av. weight, tons), Other cars (coal, gravel, &c.),	None.	4,500 00	.165
	Total value,		\$56,000 00	
4.	Total freight cars, including coal, &c., on a basis of 8 wheels,	18	-	_
5.	Number of locomotives equipped with train brakes,	None.	_	_
l 6 .	(Kind of brake, .) Number of cars equipped with train brakes, .	None.	 	-
	(Kind of brake, Number of passenger cars with Miller platform and buffer,	None.	-	-
_	Mileage, Traffic, &c.		! 	1
	Miles run by passenger trains,		62,080	
	Rate of speed of express passenger trains, including stops,	25 mi	les per hour.	
34	Rate of speed of accommodation trains, includ-		les per hour.	
	ing stops,	20 mi		
4.	ing stops,	20 mi	29,300	
4 . 5.	ing stops, Miles run by freight trains, Rate of speed of express freight trains, including stops,	20 mi None	29,300	
4. 5. 6.	ing stops, Miles run by freight trains, Rate of speed of express freight trains, including stops. Rate of speed of accommodation freight trains, including stops.	None	29,300	
4. 5. 6. 7.	ing stops, Miles run by freight trains, Rate of speed of express freight trains, including stops, Rate of speed of accommodation freight trains, including stops, Miles run by other trains, and for what purpose [construction],	None	29,300 run.	07 990
4. 5. 6. 7.	ing stops, Miles run by freight trains, Rate of speed of express freight trains, including stops, Rate of speed of accommodation freight trains, including stops, Miles run by other trains, and for what purpose [construction], Total train miles run, Number of through passengers (whole length	None	29,300 run. les per hour. 6,500	97,880
4. 5. 6. 7. 8. 9.	ing stops, Miles run by freight trains, Rate of speed of express freight trains, including stops, Rate of speed of accommodation freight trains, including stops, Miles run by other trains, and for what purpose [construction], Total train miles run, Number of through passengers (whole length of road)	None	29,300 run. les per hour. 6,500 3,713	97,880
4. 5. 6. 7. 8. 9.	ing stops, Miles run by freight trains, Rate of speed of express freight trains, including stops, Rate of speed of accommodation freight trains, including stops, Miles run by other trains, and for what purpose [construction], Total train miles run, Number of through passengers (whole length of road), Number of local passengers (over part of road), Total number of passengers carried,	None	29,300 run. les per hour. 6,500	97,880 82,696
4. 5. 6. 7. 8. 9. 0.	ing stops, Miles run by freight trains, Rate of speed of express freight trains, including stops, Rate of speed of accommodation freight trains, including stops, Miles run by other trains, and for what purpose [construction], Total train miles run, Number of through passengers (whole length of road), Number of local passengers (over part of road), Total number of passengers carried, Total passenger mileage, or passengers carried one mile,	None 12 mi	29,300 run. les per hour. 6,500 3,713 78,985	
4. 5. 6. 7. 8. 9. 0. 1. 2.	ing stops, Miles run by freight trains, Rate of speed of express freight trains, including stops, Rate of speed of accommodation freight trains, including stops, Miles run by other trains, and for what purpose [construction], Total train miles run, Number of through passengers (whole length of road), Number of local passengers (over part of road), Total number of passengers carried, Total passenger mileage, or passengers carried one mile, Passenger mileage to and from other roads,	None 12 mi	29,300 run. les per hour. 6,500 3,713 78,985	82,696
4. 5. 6. 7. 8. 9. 1. 2.	ing stops, Miles run by freight trains, Rate of speed of express freight trains, including stops, Rate of speed of accommodation freight trains, including stops, Miles run by other trains, and for what purpose [construction], Total train miles run, Number of through passengers (whole length of road), Number of local passengers (over part of road), Total number of passengers carried, Total passenger mileage, or passengers carried one mile,	None 12 mi	29,300 run. lee per hour. 6,500 3,713 78,985 1,115,239 47,707	82,696
4. 5. 6. 7. 8. 9. 0. 1. 2. 3. 4. 5. 6.	ing stops, Miles run by freight trains, Rate of speed of express freight trains, including stops, Rate of speed of accommodation freight trains, including stops, Miles run by other trains, and for what purpose [construction], Total train miles run, Number of through passengers (whole length of road), Number of local passengers (over part of road), Total number of passengers carried, Total passenger mileage, or passengers carried one mile, Passenger mileage to and from other roads, Number of tons carried, Total freight mileage, or tons carried one mile, Freight mileage to and from other roads,	None 12 mi	29,300 run. les per hour. 6,500 3,713 78,985 115,239 47,707 412,430	82,69 8 115,009
4. 5. 6. 7. 8. 9. 0. 1. 2. 3. 4. 5. 6. 7.	ing stops, Miles run by freight trains, Rate of speed of express freight trains, including stops, Rate of speed of accommodation freight trains, including stops, Miles run by other trains, and for what purpose [construction], Total train miles run, Number of through passengers (whole length of road), Number of local passengers (over part of road), Total number of passengers carried, Total passenger mileage, or passengers carried one mile, Passenger mileage to and from other roads, Number of tons carried, Total freight mileage, or tons carried one mile, Freight mileage to and from other roads, Highest rate of fare per mile, for any distance,	None 12 mi	29,300 run. les per hour. 6,500 3,713 78,985 115,239 47,707 412,430	82,69 8 115,009
4. 5. 6. 7. 8. 9. 0. 1. 2. 3. 4. 5. 6. 7.	ing stops, Miles run by freight trains, Rate of speed of express freight trains, including stops, Rate of speed of accommodation freight trains, including stops, Miles run by other trains, and for what purpose [construction], Total train miles run, Number of through passengers (whole length of road), Number of local passengers (over part of road), Total number of passengers carried, Total passenger mileage, or passengers carried one mile, Passenger mileage to and from other roads, Number of tons carried, Total freight mileage, or tons carried one mile, Freight mileage to and from other roads,	None 12 mi	29,300 run. les per hour. 6,500 3,713 78,985 115,239 47,707 412,430	82,69 8 115,009
4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	ing stops, Miles run by freight trains, Rate of speed of express freight trains, including stops, Rate of speed of accommodation freight trains, including stops, Miles run by other trains, and for what purpose [construction], Total train miles run, Number of through passengers (whole length of road), Number of local passengers (over part of road), Total number of passengers carried, Total passenger mileage, or passengers carried one mile, Passenger mileage to and from other roads, Number of tons carried, Total freight mileage, or tons carried one mile, Freight mileage to and from other roads, Highest rate of fare per mile, for any distance, Lowest rate of fare per mile, for any distance,	None 12 mi	29,300 run. lee per hour. 6,500 3,713 78,985 1,115,239 47,707 412,430 nts.	82,69 8 115,009

20. Average rate of fare per mile received from passengers to and from other roads,*	2.9 cents.
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per	
day to each tickett	1.3 cent.
22. Average rate of fare per mile for all passengers,	3.2 cents.
23. Highest rate of freight per ton per mile, for	
any distance,	60 cents.
any distance,	
any distance	2 cents.
25. Average rate of freight per ton per mile on	
roads operated by this company,	8.5 cents.
26. Average rate of freight per ton per mile to and	
from other roads,	2.78 cents.
27. Average number of cars in passenger trains,	
including baggage cars,	2
28. Average number of cars in freight trains (basis	
of 8 wheels),	10
29. Average weight of passenger trains, including	
locomotive and tender, in working order, ex-	020000
clusive of passengers,	80 tons.
30. Average weight of freight trains, including	
locomotive and tender, in working order, ex-	
clusive of freight,	140 tons.
31. Number of persons regularly employed by com-	***
pany, including officials,	150

After deducting all allowances for toils, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

Classification of Business.				
Passengers. 3. Passengers travelling only within this state, .			A	82,698
4. Total season-ticket passengers (round trip),	-	-		5,352

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston,†	Carried to Boston.
1. Anthracite coal,	-		16,176		
2. Bituminous coal,	-	-	445	-	-
3. Petroleum, 4. Railroad iron, including steel	+	.7	199	-	
and steel-capped rails, .	-	-	98	-	17-17
5. Castings and other iron, .	-	343	1,240	-	-
6. Other metals,	-	-	20	(-
7. Iron and other ores,	-	-	93	-	-
8. Stone and brick,	-	-	1,579	-	-
9. Lime, cement and sand,	1.00	-	383	-	-
0. Lumber,	(7)	-	6,479	-	-
1. Ice,	-	-	312	-	-
2. Live stock,	-	7	61	-	-
and salted meats,	-	-	281	14	-
4. Flour,		-	1,172	-	-
5. Grain,	-	-	3,492	- 5-	-
6. Other agricultural products, . 7. Manufactures not included	-	7	1,876	-	-
above, *	-	- 1	4,750	- 1	-
8. Merchandise,*	-	3-3	8,566	-	-
9. Other articles,	-	-	485	-	
0. Total tons carried,	-	-	47,707	-	-

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

List of Accidents in Massachusetts.

[None.]

EDWARD SMITH, SAMUEL ADAMS, CHAS. R. LADD, S. P. BAILEY, T. H. GOODSPEED, J. W. GOODMAN,

Directors of the Springfield, Athol & North-Eastern Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. October 30, 1874. Then personally appeared Edward Smith, Samuel Adams, Chas. R. Ladd, S. P. Bailey, T. H. Goodspeed and J. W. Goodman, and severally made oath to the truth of the foregoing statement by them subscribed.

GEORGE H. HOYT, Justice of the Peace.

Mame and Residence of Officers.

Willis Phelps, President, Springfield; Rufus D. Woods, Vice-President, Enfield; George W. Phelps, Superintendent, Springfield; Thomas H. Goodspeed, Treasurer and Clerk, Athol.

Directors.—Willis Phelps, Homer Foote, Wm. Birnie, Chas. R. Ladd,—of Springfield; Edward Smith, Rufus D. Woods,—of Enfield; Stephen P. Bailey, Greenwich; J. W. Goodman, North Dana; Samuel Adams, New Salem; John C. Hill, Thomas H. Goodspeed,—of Athol.

Proper Address for the Company.

SPRINGFIELD, ATHOL & NORTH-EASTERN RAILROAD COMPANY, SPRINGFIELD, MASS.

OF THE

STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased to and operated by the Housatonic Railroad Company of Connecticut.]

Capital Stock, Debts, &c.		
CAPITAL STOCK. 1. Capital stock authorized by charter, 2. Capital stock authorized by votes of company, 3. Capital stock issued (number of shares, 4,487),	\$550,000 00 550,000 00	
amount paid in, 4. Capital stock paid in on shares not issued	448,700 00	
(number shares,), 5. Capital stock, total amount paid in, 6. Capital stock paid in per mile of road owned	None.	\$448,700 00
by company,	20,395 45	
7. Capital stock paid in, proportion for Massachu- setts,* 8. Capital stock, number of shares issued not en-	448,700 00	
titled to dividends,	None.	
which shares were sold, \$100). 10. Number of stockholders, 11. Amount of stock held in Massachusetts,	216 281,600 00	-
12. Number of stockholders in Massachusetts, .	155	
DEBT.	None.	
15. Unfunded debt, incurred for construction, equipment or purchase of property,	None.	
17. Other debts—current credit balances, &c.,	77 00	77 00
Cash Realized, &c. 23. Total cash realized from capital and debt, incurred for construction, equipment, &c.,	448,700 00	
24. Total amount of income which has been expended (in addition to funds derived from capital and debt) in construction, equip-	220,100 00	
ment and purchase of property,	37 66	
25. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY, .	100	448,700 00
26. Proportion of above for Massachusetts,*	All.	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

Cost of Road, Equipment, and Property.	•	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY. 10. Total expended for construction [items unknown], 11. Average cost of construction per mile of road		\$448,700 00
built by company,	\$20,395 45	
not including sidings,	20,395 45	•
chusetts,*	448,700 00	1
EQUIPMENT. [None.]	•	
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS. 23. Stock of Stockbridge & Pittsfield Railroad Co., 34 shares, purchased for	2,550 00	,
[This stock, or the original amount, was pur- chased with a portion of one of the semi- annual dividends.]	•	
30. Total property purchased, 31. Property in Massachusetts (including proportion of equipment,)	2,550 00	<u> </u>
32. Whole amount of Permanent investments,	451,250 00	,
33. Proportion for Massachusetts,	451,250 00	
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY, 35. Amount of sinking and contingent funds, and their purpose,	-	451,364 66 -
Expenditures Charged to Capital Account during ti	he Year.	
Revenue for the Year.		
[Reported by the Housatonic Railroad Compa		
1. Receipts from local passengers on roads operations company,	led by this	
 Receipts from passengers from and to other roads operated by this company. Receipts from passengers over other roads as tolks 		\$ 37,200 56
of cars of this company,		0.010.0
4. Receipts for express,		2,619 04 1,860 00
6. Total receipts from passenger department,		41,679 6
7. Receipts from local freight on roads operated b	y this com-	
8. Receipts from freight from and to other roads operated by this company,	over roads	72,382 40
9. Receipts from freight over other roads as tolls, o	r for use of	11,000
engine and cars of this company,	: : :]	
Expenses of Operating the Road for the Yea	r.	
General Expenses.		
7. TOTAL EXPENSES OF OPERATING THE ROAD, EM CLASSES 1, 2, 3, 4 [by Housatonic Railroad Con		\$89,230 46

[•] Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

396 STOCKBRIDGE & PITTSFIELD RAILROAD. [Jan.

RECEIPTS AND E RAILROAD COM taken from the I	PANY	, for	the	Year	r end							
Rent from H road), . Dividends on						(for	use .		409 00 238 00	1		
Taxes, Office expens		intos						\$4	876 24 219 40		\$31,647	00
	250							-			5,095	64
Net income a Paid interest		expe	nses,						\$66 59		\$26,551	36
Paid in divid			4	4		D.		. 26	466 17		26,532	76
Net surplus i Surplus last		yea .	r aft	er pa	ying		idende	, :	•		\$18 2,569	
Total sur	plus	Septe	embe	r 30.	1874					-	\$2,587	66
Stock of road, 34 Capital stock, Unclaimed divide			•		Cr.	**			448,700 77		2,550 \$451,364	0.0
Surplus, i.e.,— 34 shares stoo	k at	\$ 75 p	er sl	are,			\$2,5 50					
Cash, .	•	•	•	•	•	•	37		2,587	66	\$451,364	66
1. Date when the opened for From Stockb 2. Length of mate to Pittafiel Length of mate 10. Total length of 11. Aggregate length of 12. Same in Mass 13. Aggregate let company, of 14. Same in Mass 15. Total length	publi ridge in lin d,* in lin dof roa of roa enume achus ngth compu achus	d or use to P e of d bel of si erate etts, of trated etts,	road longi ding d,	eld, l, fro in ng to s and bel	Mass o this d other ongin	sockling comber (oridge usetts, pany, racks	185 22 22 23 3. 3. 25 25 25	50, miles. miles. 25 miles 5.25 miles 5.25 miles	5. i.	22 miles.	

^{*} Length in all cases to be given in miles and decimals.

16. Total length of steel-top rails in tracks belong-		
ing to this company,	None.	
17. Number of spans of bridges of 25 feet and up-	2102201	
wards	11	
18. Number of iron bridges (ag. length, feet,		-
19. Number of wooden bridges (ag. l'gth, 640 ft.), .	11	
20. Bridges built within the year,	None.	
21. Number of crossings of highways at grade,	24	
22. Number of crossings of highways over railroad, 23. Number of crossings of highways under rail-	2 ·	
road,	3 ·	
24. Number of highway bridges 18 feet above track,	· _	Ē
25. Number of highway bridges less than 18 feet	•	
above track,	2	
26. Number of crossings at which gates or flagmen		
are maintained,	None.	
77. Number of crossings at which there are neither		
gates nor flagmen,	24	
28. Number of railroad crossings at grade, specify-	None.	
ing each,	None	
29. Number of railroad crossings over other rail-	None.	
roads, specifying each,	None.	
roads, specifying each,	110200	
,,,,,		
Mileage, Traffic, &c.		
[Reported by Housatonic Railroad Company.]		
1. Miles run by passenger trains,	44,366	
2. Rate of speed of express passenger trains, in-	·	
cluding stops,	-	
3. Rate of speed of accommodation trains, in-		
cluding stops,	16 415	-
5. Rate of speed of express freight trains, includ-	16,415	
ing stops,	_	_
6. Rate of speed of accommodation freight trains,		
including stops,	-	-
7. Miles run by other trains, and for what pur-		
pose,	2,135	
8. Total train miles run,		62,916
9. Number of through passengers (whole length	10 000	
of road),	18,320	
10. Number of local passengers (over part of road), 11. Total number of passengers carried,	• 91,600	109,920
12. Total passenger mileage, or passengers carried		105,520
one mile,		1,378,000
13. Passenger mileage to and from other roads,	742,960	, ,
14. Number of tons carried,	83,488	
15. Total freight mileage, or tons carried one mile,	•	1,473,272
16. Freight mileage to and from other roads,	1,042,800	
17. Highest rate of fare per mile, for any distance,	5 cents.	
18. Lowest rate of fare per mile, for any distance	0.00	
(single fare),	3.75 cents.	
season tickets) received from passengers on		
manda anamatad ber this same and	-	_
roads operated by this company.		_
roads operated by this company,		
20. Average rate of fare per mile received from	2.625 cents.	
20. Average rate of fare per mile received from passengers to and from other roads,*	2.625 cents.	
20. Average rate of fare per mile received from	2.625 cents.	

^{*} After deducting all allowances for tolls or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

22. Average rate of fare per mile for all passengers,	3 cents.	
23. Highest rate of freight per ton per mile, for	00	
any distance,	20 cents.	
24. Lowest rate of freight per ton per mile, for any distance,	1.6 cents.	
25. Average rate of freight per ton per mile on		
roads operated by this company,	3.26 cents.	
26. Average rate of freight per ton per mile to and		
from other roads,*	-	-
27. Average number of cars in passenger trains,		4
including baggage cars,	-	-
28. Average number of cars in freight trains (basis of 8 wheels).	12	-
29. Average weight of passenger trains, including		-
locomotive and tender, in working order, ex-		
clusive of passengers,		-
30. Average weight of freight trains, including		
locomotive and tender, in working order, ex-		
clusive of freight,	-	-
31. Number of persons regularly employed by com-		
pany, including officials,	-	-

^{*} After deducting all allowances for tolls, or use of cars, &c.

Classification of Business.

PASSENGERS.

3. Passengers travelling only within this State, . 88,920

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston. †
1. Anthracite coal,	1		13,191		
2. Bituminous coal,	5				
3. Petroleum, 4. Railroad iron, including steel	7	1 3	130	-	-
and steel-capped rails, .	-	-	2.3	-	-
5. Castings and other iron, .	-	-	740	-	-
6. Other metals,	-	-	-	-	-
7. Iron and other ores,	-	-	- T	-	-
8. Stone and brick,	77		12,800	7.7	-
9. Lime, cement and sand,	-		980	2	-
0. Lumber,	77	70.00	1,020	17	-
1. Ico,		-	-	75 /	-
2. Live stock, 3. Dressed carcasses, smoked	100	501		-	3
and salted meats,	-	-	- 7	11.5	-
4. Flour,	200	75.0	1,040	7	-
5. Grain,	-	-	4,580	-	-
3. Other agricultural products, . 7. Manufactures not included	-		880	-	17
above,*	-	-	7,618	-	-
8. Merchandise,*	-	-	28,201	-	-
Other articles,	*	3	13,308	-	-
. Total tons carried,	-	(+)	83,488	-	

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

List of Accidents in Massachusetts.

[None.]

WM. H. BARNUM,
DAVID S. DRAPER,
Directors of the Housatonic Railroad Company.

STATE OF CONNECTICUT.

BRIDGEPORT, CONN., SS. November 2, 1874. Then personally appeared Wm. H. Barnum and David S. Draper, and severally made oath to the truth of the foregoing statement by them subscribed.

C. K. AVERILL, Notary-Public.

Name and Residence of Officers.

Daniel R. Williams, President; Daniel A. Kimball, Treasurer; John Z. Goodrich, Clerk.

Directors.—D. R. Williams, S. M. Buckingham, D. A. Kimball, L. S. Adams, F. Hoffmann, T. J. Williams, M. Warner.

Proper Address for the Company.

D. A. KIMBALL, Treasurer, STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY, STOCKBRIDGE, MASS.

OF THE

STONY BROOK RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased to the Nashua & Lowell Railroad Co., and operated by the Boston & Lowell, and Nashua & Lowell Companies.]

Capital Stock, Debts, &c.	-	77.75
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$300,000 00	
2. Capital stock authorized by votes of company,	300,000 00	
3. Capital stock issued (number of shares, 3,000),	200 000 00	
4. Capital stock paid in on shares not issued.	300,000 00	
(number of shares, none),		-
5. Capital stock, total amount paid in,	9	\$300,000 00
6. Capital stock paid in per mile of road owned		Agenda Co.
by company,	22,796 00	
7. Capital stock paid in, proportion for Massachu-	900 000 00	
setts,*	300,000 00	
8. Capital stock, number of shares issued not entitled to dividends,	None.	
9. Par value of shares, \$100 (the average price	TIONO.	
at which shares were sold, \$100).		
10. Number of stockholders,	246	
11. Amount of stock held in Massachusetts,	284,900 00	
12. Number of stockholders in Massachusetts, .	229	
DEBT.		
13. Funded debt,	None.	
15. UNFUNDED DEBT, incurred for construction,	2,000	
equipment or purchase of property, t	None.	
16. Unfunded debt incurred for any other purpose,	1000	
and for what,	None.	
17. Other debts—current credit balances, &c., 18. Total debt liabilities,	486 00	486 00
19. Amount of debt liabilities after deducting cash,		400 00
sinking funds in hands of trustees, and such		
securities and debt balances as do not repre-		
sent permanent investments,	Nothing.	
Com Decrees 6 a	200	
CASH REALIZED, &C.		
23. Total cash realized from capital and debt in-	200 000 00	
curred for construction, equipment, &c., . 24. Total amount of income which has been ex-	300,000 00	
pended (in addition to funds derived from		
capital and debt) in construction, equip-		
ment and purchase of property	-	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

[†] This item is not to include balance due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

25. Total means applied to construction, equipment and purchase of property, . 26. Proportion of above for Massachusetts,*	All.	\$ 300,093 57
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY		
COMPANY. 1. Grading and masonry, 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 8. Interest paid during construction, discount, &c., 9. Engineering, agencies, salaries and other expenses during construction, 10. Total expended for construction, 11. Average cost of construction per mile of road built by company, 12. Same per mile of single track built by com-	\$82,896 77 3,600 07 118,197 0 35,506 0 11,462 4 22,484 0 374 8 25,570 4	3 5 5 1 1 1 5 5 5 9 8 2 \$300,093 57
pany, not including sidings,	22,796 0	0
pany, not including sidings, 13. Proportion of cost of construction for Massa- chusetts,*	A11. `	
EQUIPMENT. [None.]		
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
[None.] 31. Property in Massachusetts (including proportion of equipment),	300,093 5 300,093 5	
Expenditures Charged to Capital Account during t	he Year.	•
[None.]		
Revenue for the Year.		
11. Receipts as rents for use of road leased to Nashu	a & Lowell	
Railroad Company, 12. TOTAL EARNINGS, 19. Income from all other sources, (including accompaning funds, investments in stocks, bonds property, transportation lines, &c., specifying	, steamboat	\$18,300 00 18,300 00
Interest received,	• • •	65 00 18,365 00
 20. TOTAL INCOME, 21. Percentage to capital stock and debt, 22. Percentage to means applied to construction, or ment, &c., 	Quip- 6.09	10,000 00
Expenses of Operating the Road for the Yes	Nr.	
General Expenses.	İ	
1. Taxes, State and local,		_

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

 Date when the opened for promoted for promoted for promoted for promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for the following promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for promoted for	oubline helm helm helm helm helm helm helm hel	ic un isformation ine of id be of serat setta ited setts set set	se:— rd to road* f roa longi iding ed, s, track as si	Grote from d in ng to gs an s be ngle	ton (in Nor Masso thin of of the longing track	sachis combher ding t	Ayer) nelms usetts pany tracke	,	13.10	6 mil 6 mil 9 mil	es. es. es.	13.16 miles.
D	escri	ption	of I	load.								
Dividends unpaid Profit and loss,		:	•	•	•	•	•	•		486 3,756		\$304,242 19
Capital stock,	. •								\$300	0,000	00	
oms receivable,	•	•	•	•	Ce	Ł.	•	•	•	•	•	\$ 304,242 19
Cash, Bills receivable,			+		*		*					2,148 69
Real estate, .			•									23,492 38
General Be	uano	na e	eet a	£ C10		R.	counts	, 50	ptem	ger 3	0, 1	\$276,601 19
Receipts, Expens	retm	rn o	f Nas	shua	& L	owell	Rail	roac	l Co.	1		1074
	-							D-			1	-
11. TOTAL S	URP	LUS,						-		-		3,756 19
9. Surplus for th 10. Surplus at con	e yea	ir, .	nent	of th	e ve	ır.	-	1			1	91 90 3,664 24
 Dividends dec Date of last d 	ivid	end				the	year,	am	ount,	:	1 :	18,000 00 May 1, 1874
ment, &c., 6. Paid for interes	est,		1		:		:	-		6.04		-
 Net income abo Percentage of Percentage to 	sam	B to	capi					ıcti	on, ec	6.05 mip-		18,091 9
2. Amount paid fying each cis computed	omp	any	, the									19.001.0
1. TOTAL NET IN	сом	EA	BOVE	EXI	PENSI	ES, .						\$18,091 9
		t In	come	Divi	dend	s, &c,						-000
braced in C 7. TOTAL EXPEN	lasse	s 3	and 4	, .			- 5					\$273 0 273 0
2. General salari	es, o	mce	expe	enses	and	mise	centan	eou	s, not	em-		

[•] Lengths in all cases to be given in miles and decimals.

7. Number of spans of bridges of 25 feet and up-	_	
wards,	5 N	
8. Number of iron bridges (ag. length, feet),	None.	
9. Number of wooden bridges (ag. length,	•	
feet),	3	
0. Bridges built within the year,	None.	
1. Number of crossings of highways at grade,	14	
2. Number of crossings of highways over railroad,	-	-
3. Number of crossings of highways under rail-		
road,	-	_
4. Number of highway bridges 18 feet above track,	-	-
5. Number of highway bridges less than 18 feet		
above track,	3	
26. Number of crossings at which gates or flagmen		
are maintained,	3	
7. Number of crossings at which there are neither	••	
gates nor flagmen,	11	
8. Number of railroad crossings at grade, specify-	37	
ing each,	None.	
9. Number of railroad crossings over other rail-	37	•
roads, specifying each,	None.	
0. Number of railroad crossings under other rail-		
roads, specifying each,	1	
39. Miles of telegraph on line of road operated by	10.10	
company,	19.16	
0. Miles of telegraph owned by this company,	None.	
1. Number of telegraph offices in company's sta-		
tions,	1	
2. Number of telegraph stations operated by this		
company,	-	-
3. Number of telegraph stations operated jointly	-	
by railroad and telegraph company,	2	

Rolling Stock.

[Furnished by Nashua & Lowell Railroad Company.]

Mileage, Traffic, &c.

[Reported by Nashua & Lowell Railroad Company.]

F. B. CROWNINSHIELD,
E. SPALDING,
DANIEL S. RICHARDSON,
Directors of the Nashua & Lowell Corporation.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, November 4, 1874. Then personally appeared F. B. Crowninshield, E. Spalding and Daniel S. Richardson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT, Justice of the Peace.

Name and Residence of Officers.

James B. Francis, President, Lowell; Samuel W. Stickney, Clerk and Treasurer, Lowell.

Directors.—William A. Burke, James B. Francis, Sewall G. Mack, George F. Richardson, Samuel W. Stickney,—of Lowell; Benjamin F. Clark, Chelmsford; Joseph H. Read, Westford.

Proper Address for the Company.

STONY BROOK RAILROAD COMPANY, LOWELL, MASS.

OF THE

TAUNTON BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[This report is for four months, from October 1, 1873, to February 2, 1874, the date of consolidation with the New Bedford Railroad.a]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$550,000 00	
2. Capital stock authorized by votes of company,	550,000 00	
3. Capital stock issued (number of shares, 5,500);		
amount paid in,	550,000 00	
4. Capital stock paid in on shares not issued (num-		•
ber of shares,),	-	AFF0 000 00
5. Capital stock, total amount paid in,		\$ 550,000 00
6. Capital stock paid in per mile of road owned	02 000 22	
by company,	27,099 77	
7. Capital stock paid in, proportion for Massachu-	550,000 00	
setts," 8. Capital stock, number of shares issued not en-	220,000 00	
titled to dividends,	_	_
9. Par value of shares, \$100 (the average price		
at which shares were sold, \$104.54).		•
10. Number of stockholders,	186	
11. Amount of stock held in Massachusetts,	532,400 00	
12. Number of stockholders in Massachusetts,	177	
<u>, </u>		
DEBT.	3.7	
13. Funded debt,	None.	
15. Unfunded debt incurred for construction,	110 500 00	
equipment or purchase of property, t	112,500 00	
and for what,	_	_
17. Other debts—current credit balances, &c.,	16,275 50	_
18. Total debt liabilities,	10,210 00	128,775 50
19. Amount of debt liabilities after deducting cash,		220,
sinking funds in hands of trustees, and such		
securities and debt balances as do not repre-		
sent permanent investments,	83,348 24	
20. Proportion of same for Massachusetts,*	All.	
21. Proportion of same per mile of road,	4,106 84	
CASH REALIZED, &C.		
23. Total cash realized from capital and debt in-		
curred for construction, equipment, &c.,	662,500 00	•
ourse for comparational edurational con-	002,000 00	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

investments.

a The Taunton Branch Railroad Company was consolidated with the New Bedford Railroad Company, February 2, 1874, under the provisions of chapter 20 of the Acts of 1878. See terms at end of this volume.

10. 12. † 13. †	Total receipts from passenger department,		\$27,085 74 28,112 13 55,197 8
18.	Expenditures Charged to Capital Account during th Net addition to capital account for the year [not dist Bevenue for the Four Months.		\$1,888 0
	Amount of sinking and contingent funds and their purpose,	-	-
	PANY,		763,354 4
	Proportion for Massachusetts,	-	-
	WHOLE AMOUNT OF PERMANENT INVEST-	592,912 92	
	Property in Massachusetts (including proportion of equipment),	-	-
	business of road), Total property purchased,	2,837 78	18,000 3
28.	100 shares, purchased for . Lands in Taunton & Norton (not used for the	10,000 00	
23.	Stock of Mansfield & Framingham Railroad,	5,162 60	
	PERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. Weir branch, original cost, \$5,162.60, purchased	E 100 00	
		23.11.	
	operated by company, Proportion for Massachusetts,*	3,825 82 All.	
	Total for equipment, Average cost of equipment per mile of road		77,645 0
18.	Freight and other cars (number, 114), Machinery and tools,	26,792 45	-
16.	Snow-plows on wheels (number,), Passenger, mail and baggage cars (number, 18),	28,320 83	
	EQUIPMENT. Locomotives (number, 7),	22,531 76	
10.	Proportion of cost of construction for Massa- chusetts,*	All.	
	pany, not including sidings,	24,501 97	
	Average cost of construction per mile of road built by company,	\$24,501 97	
	Total expended for construction,		\$497,267 5
Cox	STRUCTION OF ROAD AND BRANCHES BUILT BY		
26.	Proportion of above for Massachusetts,*	1115	-
	TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY, .		\$737,750 4
	pended (in addition to funds derived from capital and debt) in construction, equip- ment, and purchase of property,	\$75,250 47	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

15. Per train mile,	5 60 _ 7 50
16. Proportion for Massachusetts,	5 60 _ 7 50
20. Total income, 21. Percentage to capital stock and debt, 22. Percentage to means applied to construction, equipment, &c., Expenses of Operating the Road for Four Months. Class 1.—Maintenance of Way and Buildings (charged to operating expenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold and on hand (number of miles, weight per yard, lbs.),* 5. Repairs of buildings and fixtures (station), 8. Total, 9. Proportion of same to passenger department,† 1. \$2,421 90 10. Proportion of same to freight department,† 2. 2451 20 11. Of the above total there was expended for other than ordi-	5 60 _ 7 50
21. Percentage to capital stock and debt, 22. Percentage to means applied to construction, equipment, &c., Expenses of Operating the Road for Four Months. CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold and on hand (number of miles, weight per yard, lbs.),* 5. Repairs of buildings and fixtures (station),	5 60 _ 7 50
21. Percentage to capital stock and debt,	_ 7 50
22. Percentage to means applied to construction, equipment, &c., Expenses of Operating the Road for Four Months. CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold and on hand (number of miles, weight per yard, lbs.),* 5. Repairs of buildings and fixtures (station),	_ 7 50
Expenses of Operating the Road for Four Months. CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold and on hand (number of miles, weight per yard, lbs.),* 5. Repairs of buildings and fixtures (station),	_ 7 50
Expenses of Operating the Road for Four Months. CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses). 1. Repairs of road, exclusive of bridges and new rails,*	_ 7 50
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold and on hand (number of miles, weight per yard, lbs.),* 5. Repairs of buildings and fixtures (station),	_ 7 50
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses). 1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold and on hand (number of miles, weight per yard, lbs.),* 5. Repairs of buildings and fixtures (station),	_ 7 50
2. New iron rails, deducting old rails sold and on hand (number of miles, , weight per yard, lbs.),* 5. Repairs of buildings and fixtures (station),	_ 7 50
1. Repairs of road, exclusive of bridges and new rails,* 2. New iron rails, deducting old rails sold and on hand (number of miles, , weight per yard, lbs.),* 5. Repairs of buildings and fixtures (station),	_ 7 50
2. New iron rails, deducting old rails sold and on hand (number of miles, , weight per yard, lbs.),* 5. Repairs of buildings and fixtures (station),	_ 7 50
of miles, , weight per yard, lbs.),* 5. Repairs of buildings and fixtures (station),	
5. Repairs of buildings and fixtures (station),	
9. Proportion of same to passenger department,† \$2,421 90 10. Proportion of same to freight department,† 2,451 20 11. Of the above total there was expended for other than ordi-	
9. Proportion of same to passenger department,† . \$2,421 90 10. Proportion of same to freight department,† . 2,451 20 11. Of the above total there was expended for other than ordi-	3 10
10. Proportion of same to freight department,† . 2,451 20 11. Of the above total there was expended for other than ordi-	
11. Of the above total there was expended for other than ordi-	
nary repairs,	
	-
CLASS 2.—General Traffic Expenses.	
1. Taxes, State and local,	-
2. General salaries, office expenses and miscellaneous, not em-	
braced in Classes 3 and 4, 3,34	500
3. Insurance premiums and losses by fire and damages for fires	
set by engines,	_
4. Repairs of locomotives, 1,52	6 40
9. Fuel— cords feet of wood, cost \$; tons	-
lbs. of coal, cost \$, 5,42	5 00
10. Water,	
11. Oil and waste,	5 30
12. Switchmen, watchmen, flag and signal men, 1,72	
13. Telegraph expenses,	
14. Total,	, ,
15. Proportion belonging to passenger department, \$6,491 96	, 00
16. Proportion belonging to freight department,† 6,255 04	
201 210 P011112 001018-1-8 00 12018-10 10 P01111111111111111111111111111111	
CLASS 3.—Passenger-Train Expenses.	
1. Repairs of passenger, mail and baggage cars, 2,25	2 60
2. New passenger, mail and baggage cars (charged to operat-	
ing expenses),	_
3. Damages and gratuities, passenger,	_
4. Salaries, wages and incidentals of passenger department, 8,95	3 95
5. Amount paid other corporations or individuals not operating	, ~~
roads, for use of passenger cars, and repairs of same,	_
6. Total,	2 25
0. 10121,	, 00
CLASS 4.—Freight-Train Expenses.	
	; ne
1. Repairs of freight cars,	, 20 -
	- : en
	5 60
4. Salaries, wages and incidentals of freight department, 8,15	<i>3</i> 33
5. Paid corporations or individuals not operating roads for use	
of freight cars,	-
6. TOTAL,	5 Zl
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN	
CLASSES 1, 2, 3, 4,	e 16
8. Per mile of the road operated,	
9. Per mile of single track operated, not includ-	
ing sidings, 1,955 90	
10. Per train mile, 1.249	

^{*} Including labor and materials in new sidings.
† Computed on gross receipts from passenger and freight departments.
† As the Pullman, Wagner or other drawing-room and sleeping-cars.

8763,354 42

11. Proportion for Massachusetts,	-
Net Income, Dividends, &c.	
1. Total net income above operating expenses [to Feb.	20200 C
2, 1874], . 2. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent	\$16,665 71
is computed, 3. Net income above operating expenses, and amount paid for rent of	None.
4. Percentage of same to capital stock and debt, 2.63	16,665 71
5. Percentage to total means applied to construction, equipment, &c., 2.11	
6. Paid for interest,	97 500 00
7. Dividends declared, 5 per cent. for the year, amount, 8. Date of last dividend declared,	27,500 00 Jan. 1, 1874.
9. Balance for the year, or deficit,	10,834 29
10. Surplus at commencement of the year,	95,413 21
11. TOTAL SURPLUS,	84,578 92
12. Paid to sinking funds in hands of trustees ,	-
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. Total receipts from Passenger Department, as per "Revenue for the Year," No. 6,	000 000 04
2. (Total receipts per train mile, \$1.282.)	827,085 74
3. Expenses, proportion of "Maintenance of Way and Buildings,"	
as per Class 1. No. 9.	2,421 90
 Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, 	0.404.00
5 Expenses "Passenger-Train Expenses" as per Class 3 No 6	6,491 96 11,208 85
6. TOTAL EXPENSES,	20,122 71
7. (Total expenses per train mile, \$0.952.)	
8. NET EARNINGS,	6,963 03
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. Total receipts from Freight Department, as per "Revenue	411.703.60
for the Year," No. 10,	\$28,112 13
 (Total receipts per train mile, \$2.890.) Expenses, proportion of "Maintenance of Way and Buildings," 	
as per Class 1, No. 10,	2,451 20
as per Class 1, No. 10, 4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	
Class 2, No. 16,	6,255 04
5. Expenses, "Freight-Train Expenses," as per Class 4, No. 6, . 6. Total expenses,	9,703 21 18,409 45
7. Total expenses per train mile, \$1.893.)	20,400 40
8. NET EARNINGS,	9,702 68
9. (Net earnings per train mile, \$0.997.)	
General Balance Sheet at Closing of Accounts, February 2,	1874.
Dr.	
Construction,	. \$497,267 50
Miscellaneous property,	. 18,000 38
Equipment,	. 77,645 04
A. E. Swasey, Superintendent,	. 125,014 24
Ledger balances,	. 45,427 26

CR. Capital stock,	354 42
Bills payable,	354 4 2 ——
Ledger balances,	354 42
Description of Road. 1. Date when the road or portions thereof were opened for public use: From Taunton to Mansfield, From Taunton Junction to Attleborough, Length of main line of road from Taunton to Mansfield, Mansfield, 11.1 miles.	354 42
Description of Road. 1. Date when the road or portions thereof were opened for public use: From Taunton to Mansfield, From Taunton Junction to Attleborough, Length of main line of road from Taunton to Mansfield, Mansfield,* 11.1 miles.	354 42
1. Date when the road or portions thereof were opened for public use:— From Taunton to Mansfield, From Taunton Junction to Attleborough, 2. Length of main line of road from Taunton to Mansfield, Mansfield, 11.1 miles.	
1. Date when the road or portions thereof were opened for public use:— From Taunton to Mansfield,	
opened for public use:— From Taunton to Mansfield,	
From Taunton Junction to Attleborough,	
2. Length of main line of road from Taunton to Mansfield,* 11.1 miles.	
Mansfield,* 11.1 miles.	
Junction to Attleborough, 8.6 miles.	
Length of main line of road in Massachusetts, 19.7 miles.	
3. Length of line with track laid, if road is not completed,	
4. Length of double track on main line, None.	
5. Branches owned by company,—	
Weir Branch (single track), length,	
	mile.
10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks	шпев.
not above enumerated, 2.95 miles.	
12. Same in Massachusetts, All.	
13. Aggregate length of tracks belonging to this	
company, computed as single track, 23.245 miles. 14. Same in Massachusetts, All.	
15. Total length of steel rails in tracks belonging	
to this company,	
(Weights per yard, 56 lbs.)	
26. Total length of steel-top rails in tracks belonging to this company,	
ing to this company,	
17. Number of spans of bridges of 25 feet and up-	
wards,	
18. Number of iron bridges (agg. length, feet,	
19. Number of wooden bridges (aggregate length, feet, 171),	
20. Bridges built within the year, None.	
21. Number of crossings of highways at grade, . 29	
26. Number of crossings at which gates or flagmen	
are maintained,	
gates nor flagmen,	
35. Total miles of road operated by this company, 20.295	
36. Total miles of road operated by this company	
in Massachusetts,	
this company, 8	
38. Same in Massachusetts,	
39. Miles of telegraph on line of road operated by	
this company,	
40. Miles of telegraph owned by this company, . None. 41. Number of telegraph offices in company's sta-	
tions,	
42. Number of telegraph stations operated by this	
company,	
43. Number of telegraph stations operated jointly by railroad and telegraph company, None.	
TOMO.	

 $[\]ensuremath{^{\bullet}}$ Lengths in all cases to be given in miles and decimals. 52

Rolling Stock.

Holling Stock.			
	Total number.	Value.	Per ralle road operated.
 Locomotives (average weight of engines in working order, 29 tons), Locomotives (maximum weight of engines in working order, 31½ tons), Tenders (average weight of tenders full of fuel 	7		-
and water, 20 tons), Tenders (maximum weight of tenders full of fuel and water, 24 tons), (Average joint weight of engines and tenders 49 tons.)	7	\$54,000 00	.355
 (Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 39 ft. 6 in.) (Total length of heaviest engine and tender over all, 48 ft. 0 in.) 	1		
5. Snow-plows (average weight, 332 lbs.), 6. Passenger cars (average weight, 15 tons),	8	825 00 39,450 00	.406
Passenger cars (maximum weight, 7. Mail and baggage cars (aver. weight, 10 tons), 8. 8-wheel box freight cars (av. weight, 7\(\frac{1}{2}\) tons), 9. 4-wheel box freight cars (av. weight, 4 tons), 10. 8-wheel platform cars (av. weight, 6\(\frac{1}{2}\) tons), 11. 4-wheel platform cars (av. weight, 3\(\frac{1}{2}\) tons), 12. 9. Other cars (car) graval, \$\(\frac{1}{2}\) (av. vt. 4 tons)	7 36 24 40 8 6	13,350 00	.355 1.773 1.189 1.970 406 295
2. Other cars (coal, gravel, &c.) (av. wt., 4 tons), 3. Total value,		\$163,795 00	200
4. Total freight cars, including coal, &c., on a basis of 8 wheels,	. 85	-	4.188
5. Number of locomotives equipped with train brakes, (Kind of brake,	-	-	-
 Number of cars equipped with train brakes, (Kind of brake, Westinghouse.) 	2	1.5	-
7. Number of passenger cars with Miller platform and buffer,	10	-1	-
Mileage, Traffic, &c. (Four Months.)			
 Miles run by passenger trains, Rate of speed of express passenger trains, in- 	00 5	21,125	
cluding stops, 3. Rate of speed of accommodation trains, including stops,	1000	miles per hour miles per hour.	
 Miles run by freight trains, Rate of speed of express freight trains, includ- 		9,725	
6. Rate of speed of accommodation freight trains, including stops,		niles per hour. iles per hour.	
7. Miles run by other trains, and for what pur- pose,		e per nour.	
8. Total train miles run,			30,850 94,810
4. Number of tons carried,		65,490	

8. Lowest rate of fare per mile, for any distance,	3 cents.
(single fare),	o cents.
9. Average rate of fare per mile (not including	
season tickets) received from passengers on	0.00
roads operated by this company,	3.33 cents.
0. Average rate of fare per mile received from	0
passengers to and from other roads,*	3 cents.
1. Average rate of fare per mile for season-ticket	
passengers, reckoning one round trip per	10
day to each ticket, t	1.3 cent.
2. Average rate of fare per mile for all passengers,	3 cents.
3. Highest rate of freight per ton per mile, for	10.05
any distance,	18.25 cents.
4. Lowest rate of freight per ton per mile, for any	2.12
distance,	2.10 cents.
5. Average rate of freight per ton per mile on	0.10
roads operated by this company,	3.10 cents.
6. Average rate of freight per ton per mile to and	
from other roads,"	4
7. Average number of cars in passenger trains,	_
including baggage cars,	· 4
8. Average number of cars in freight trains (basis	
of 8 wheels),	20
9. Average weight of passenger trains, including	
locomotive and tender, in working order,	400 .
exclusive of passengers,	109 tons.
0. Average weight of freight trains, including	
locomotive and tender, in working order,	
exclusive of freight,	
1. Number of persons regularly employed by com-	
pany, including officials,	107

^{*} After deducting all allowances for tolls, or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

Classification of Business.

Passengers.

	Passengers travelling only within this State, .					94,810
4.	Total season-ticket passengers (round trip), .	•	•	•	•	4,255
	Freight, in Tons.					
1		,				
2.	Anthracite coal, carried within this State only, Bituminous coal, carried within this State only,		•		•	3,725
20.	Total tons carried within this State only.			٠.		65,490

H. A. BLOOD,

GEO. E. TOWNE,

N. H. EMMONS,

T. B. WALES,

Directors of the Taunton Branch Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 16, 1874. Then personally appeared H. A. Blood, Geo. E. Towne, N. H. Emmons and T. B. Wales, and severally made oath to the truth of the foregoing statement by them subscribed.

OF THE

VERMONT & MASSACHUSETTS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[The Vermont & Massachusetts Railroad is now leased to the Fitchburg Railroad Co. This report gives the operation of the road for three months only, ending Dec. 81, 1873. See lease at the end of this volume.]

	Capital Stock, Debts, &c.				
	Capital stock authorized by charter,	\$4,700,000 2,860,000			
	Capital stock issued (number of shares, 28,600); amount paid in.	2,860,000	200		
4.	Capital stock paid in on shares not issued (number of shares,),	Nothing.			
5.	Capital stock, total amount paid in,		- 3	\$2,860,000	00
	Capital stock paid in per mile of road owned by company,	35,700	91		
7.	Capital stock paid in, proportion for Massachu-				
	setts,*	2,491,923	52		
	Capital stock, number of shares issued not entitled to dividends,	None.			
9.	Par value of shares, \$100 (the average price at which shares were sold, \$100).				
10.	Number of stockholders,	1,031		-	
	Amount of stock held in Massachusetts,	2,663,500	00		
12.	Number of stockholders in Massachusetts, .	844			
3.	DEBT.				
13.	Funded debt as follows:—				
	1st mortgage bonds, due July 1, 1883, rate of	FF0 000	00		
	convertible bonds, due July 1, 1879, rate of	550,000	00		
	interest, 7 per cent.,	200,000	on		
	Convertible bonds, due July 1, 1885, rate of	200,000	UU		
	interest, 7 per cent.,	150,000	00		
14.	Total amount of funded debt,	200,000		900,000	00
	Unfunded debt, incurred for construction, equipment or purchase of property,	117,039	47		-
16.	Unfunded debt incurred for any other purpose,	227,000	*		
-	and for what,	None.			
	Other debts-current credit balances, &c., .	3,400	00		
18.	Total debt liabilities,			1,020,439	47

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

19. Amount of debt liabilities after deducting cash,	
sinking funds in hands of trustees, and such	
securities and debt balances as do not repre-	
sent permanent investments, a	\$ 939,033 81
20. Proportion of same for Massachusetts,*	818,173 26
21. Proportion of same per mile of road,	11,721 68
99 Contingent lightlifting as guaranter of hands or	11,721 00
22. Contingent liabilities as guaranter of bonds or debts of other corporations, specifying same,	None.
debts of other corporations, specifying same,	None.
CASH REALIZED, &C.	•
23. Total cash realized from capital, and debt in-	
curred for construction, equipment, &c.,	3,877,039 47
24. Total amount of income which has been ex-	•
pended (in addition to funds derived from	
capital and debts) in construction, equip-	
ment and purchase of property,b	653,322 35
25. TOTAL MEANS APPLIED TO CONSTRUCTION,	,
EQUIPMENT AND PURCHASE OF PROPERTY, .	3,780,504 96
26. Proportion of above for Massachusetts,*	3,342,450 88
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
	\$1,463,957 73
1. Grading and masonry,	199,395 31
3. Superstructure, including rails,	600,422 01
4. Land, land damages and fences,	175,815 75
5. Passenger and freight stations, wood-sheds and	110,010 10
water stations,	162,168 13
[Charged to Greenfield Branch in addition to	102,100 10
above],	248,570 08
6. Engine-houses, car-sheds and turn-tables [no	
separate account];	
7. Machine shops [no separate account],	
8. Interest paid during construction, discount, &c.	326,957 26
9. Engineering, agencies, salaries and other ex-	,
penses during construction,	111,041 74
10. Total expended for construction,	\$3,288,328 01
11. Average cost of construction per mile of road	
built by company,	42,534 31
12. Same per mile of single track built by com-	·
pany, not including sidings,	42,5 34 31
13. Proportion of cost of construction for Massa-	
chusetts,*	2,849,798 77
EQUIPMENT.	
14. Locomotives (number, 13),	98,500 00
15. Snow-plows on wheels (number, 2),	
16. Passenger [19], mail and baggage [7] cars	
(number, 26),	35,200 00
17. Freight [275] and other cars [2 derrick and 1	20,200
saloon], (number, 278),	127,533 64
18. Machinery and tools [included in other ac-	
counts],	
19. Total for equipment,	261,233 64
	l

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this state compared with the whole. If made on a different basis, please state the reasons therefor.

a Items in permanent investment amount to \$141,467.00, representing property sold to Fitchburg Railroad Company but not delivered Sept. 30, 1874, and is not in this report treated as a cash

asset.

• Stock was issued at \$75 per share and \$50 per share, and the amount realized from 28,600 shares issued by the company was \$2,206,677.65. The discount on said shares was made up from road income, \$653,322.35.

90	Average cost of equipment per mile of road		
eu,	operated by company,	82,941	82
21.	Proportion for Massachusetts,*	261,233	
		2000	2.5
PR	OPERTY PURCHASED AND ON HAND, NOT IN-		
00	CLUDED IN THE FOREGOING ACCOUNTS.		
22.	Turner's Falls branch, original cost,	1 (5 200	en.
	purchased for . Buildings and furniture at Hoosac Tunnel, pur-	145,300	03
	chased for	14,866	35
23.	Stock of Ashburnham Railroad, 10 shares, pur-	21,000	**
	chased for	1,000	00
28.	Lands in Massachusetts (not used for the busi-	20.200	16
	ness of the road),	50,720	46
	[Lands in Vermont, not used for the business	3,802	ne .
90	of the road,] Other property purchased [Lake Pleasant],	15,252	
30.	Total property purchased,	10,000	\$230,943 3
31.	Property in Massachusetts (including propor-		9400,040 0
	tion of equipment),	3,353,500	64
32.	WHOLE AMOUNT OF PERMANENT INVEST-		
	MENTS,	3,780,504	10/01
	Proportion for Massachusetts,	3,307,941	
	TOTAL PROPERTY AND ASSETS OF THE COMPANY,		3,917,744 9
00.	Amount of sinking and coutingent funds, and their purpose [to extinguish the "1st mort-		
	gage bonds"],	56,000	00
	0.0.	2.0522.0	4.5
3.00	Expenditures Charged to Capital Account during Three Subscriptions or loans to other roads, specifying	42.000	
14.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, . Any other expenditures charged to capital accou	what,-	\$400 0
14.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, . Any other expenditures charged to capital accouning same,—	what,-	
14. 15.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, Any other expenditures charged to capital accouning same,— Lake Pleasant,	what,— nt, specify-	110 7
14. 15. 16.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, . Any other expenditures charged to capital accouning same,— Lake Pleasant, Total,	what,— nt, specify-	110 7: 510 7:
14. 15. 16. 17.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, . Any other expenditures charged to capital accouning same,— Lake Pleasant,	what,— nt, specify-	110 7
14. 15. 16. 17.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, . Any other expenditures charged to capital accouning same,— Lake Pleasant,	what,— nt, specify-	110 7: 510 7: None.
14. 15. 16. 17. 18.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, . Any other expenditures charged to capital accouning same,— Lake Pleasant,	what,— nt, specify-	110 7: 510 7: None.
14. 15. 16. 17. 18.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, . Any other expenditures charged to capital accouning same,— Lake Pleasant,	what,— nt, specify-	110 7: 510 7: None. 510 7:
14. 15. 16. 17. 18.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, . Any other expenditures charged to capital accouning same, — Lake Pleasant, . TOTAL, . Property sold and credited capital account, . Net addition to capital account for the year, . Revenue for Three Months ending Dec. 31, 18 Receipts from local passengers on roads operate company, . Receipts from passengers from and to other roads	what,— nt, specify 73. red by this	110 7: 510 7: None.
14. 15. 16. 17. 18.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, . Any other expenditures charged to capital accouning same, — Lake Pleasant, . TOTAL. Property sold and credited capital account, . Net addition to capital account for the year, . Revenue for Three Months ending Dec. 31, 18 Receipts from local passengers on roads operate company, . Receipts from passengers from and to other roads operated by this company, .	what,— int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, spec	110 7: 510 7: None. 510 7:
14. 15. 16. 17. 18.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, . Any other expenditures charged to capital accouning same,— Lake Pleasant,	what,— int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, specify- int, spec	110 7: 510 7: None. 510 7:
14. 15. 16. 17. 18. 1. 2. 3.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, Any other expenditures charged to capital accouning same,— Lake Pleasant, Total, Property sold and credited capital account, Net addition to capital account for the year, Revenue for Three Months ending Dec. 31, 18 Receipts from local passengers on roads operate company, Receipts from passengers from and to other roads operated by this company, Receipts from passengers over other roads as tolls of cars of this company,	what,— nt, specify 73. ned by this over roads , or for use	110 7: 510 7: None. 510 7:
14. 15. 16. 17. 18. 1. 2. 3. 4.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, Any other expenditures charged to capital accouning same,— Lake Pleasant, TOTAL. Property sold and credited capital account, Net addition to capital account for the year, Revenue for Three Months ending Dec. 31, 18 Receipts from local passengers on roads operate company, Receipts from passengers from and to other roads operated by this company, Receipts from passengers over other roads as tolls of cars of this company, Receipts for express [\$1,706.25; rents, \$2,242.47 neous, \$300.45].	what,— nt, specify 73. ned by this over roads , or for use	110 7: 510 7: None. 510 7:
14. 15. 16. 17. 18. 1. 2. 3. 4.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, Any other expenditures charged to capital accouning same,— Lake Pleasant, TOTAL. Property sold and credited capital account, Net addition to capital account for the year, Revenue for Three Months ending Dec. 31, 18 Receipts from local passengers on roads operate company, Receipts from passengers from and to other roads operated by this company, Receipts from passengers over other roads as tolls of cars of this company, Receipts for express [\$1,706.25; rents, \$2,242.47 neous, \$300.45], Receipts for mails [\$2,318.73; tolls, \$10.34],	what,— nt, specify 73. ned by this over roads , or for use	110 7: 510 7: None. 510 7: None. 4,249 1: 2,329 0:
14. 15. 16. 17. 18. 1. 2. 3. 4. 5. 6.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, Any other expenditures charged to capital accouning same,— Lake Pleasant, TOTAL. Property sold and credited capital account, Net addition to capital account for the year, Revenue for Three Months ending Dec. 31, 18 Receipts from local passengers on roads operate company, Receipts from passengers from and to other roads operated by this company, Receipts from passengers over other roads as tolls of cars of this company, Receipts for express [\$1,706.25; rents, \$2,242.47 neous, \$300.45], Receipts for mails [\$2,318.73; tolls, \$10.34], Total receipts from passenger department,	what,— nt, specify- 73. ned by this over roads , or for use ; miscella-	110 7: 510 7: None. 510 7: None. 4,249 1:
14. 15. 16. 17. 18. 1. 2. 3. 4. 5. 6.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, Any other expenditures charged to capital accouning same,— Lake Pleasant, TOTAL, Property sold and credited capital account, Net addition to capital account for the year, Revenue for Three Months ending Dec. 31, 18 Receipts from local passengers on roads operate company, Receipts from passengers from and to other roads operated by this company, Receipts from passengers over other roads as tolls of cars of this company, Receipts for express [\$1,706.25; rents, \$2,242.47 neons, \$300.45], Receipts for mails [\$2,318.73; tolls, \$10.34], Total receipts from passenger department, Receipts from local freight on roads operated by	what,— nt, specify- 73. ned by this over roads , or for use ; miscella-	110 7: 510 7: None. 510 7: None. 4,249 1: 2,329 0:
14. 15. 16. 17. 18. 1. 2. 3. 4. 5. 6. 7.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, Any other expenditures charged to capital accouning same,— Lake Pleasant, TOTAL. Property sold and credited capital account, Net addition to capital account for the year, Revenue for Three Months ending Dec. 31, 18 Receipts from local passengers on roads operate company, Receipts from passengers from and to other roads operated by this company, Receipts from passengers over other roads as tolls of cars of this company, Receipts from express [\$1,706.25; rents, \$2,242.47 neous, \$300.45], Receipts for mails [\$2,318.73; tolls, \$10.34], Total receipts from passenger department, Receipts from local freight on roads operated by pany,	what,— nt, specify- 73. ted by this over roads , or for use ; miscella-	110 7: 510 7: None. 510 7: None. 4,249 1: 2,329 0:
14. 15. 16. 17. 18. 1. 2. 3. 4. 5. 6. 7.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, Any other expenditures charged to capital accouning same,— Lake Pleasant, TOTAL. Property sold and credited capital account, Net addition to capital account for the year, Revenue for Three Months ending Dec. 31, 18 Receipts from local passengers on roads operate company, Receipts from passengers from and to other roads operated by this company, Receipts from passengers over other roads as tolls of cars of this company, Receipts from passengers over other roads as tolls of cars of this company, Receipts for express [\$1,706.25; rents, \$2,242.47 neous, \$300.45], Receipts for mails [\$2,318.73; tolls, \$10.34], Total receipts from passenger department, Receipts from local freight on roads operated by pany, Receipts from freight from and to other roads	what,— nt, specify- 73. ted by this over roads , or for use ; miscella-	110 7: 510 7: None. 510 7: None. 4,249 1: 2,329 0: 45,349 2:
14. 15. 16. 17. 18. 1. 2. 3. 4. 5. 6. 7. 8.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, Any other expenditures charged to capital accouning same,— Lake Pleasant, TOTAL. Property sold and credited capital account, Net addition to capital account for the year, Revenue for Three Months ending Dec. 31, 18 Receipts from local passengers on roads operate company, Receipts from passengers from and to other roads operated by this company, Receipts from passengers over other roads as tolls of cars of this company, Receipts for express [\$1,706.25; rents, \$2,242.47 neous, \$300.45], Receipts for mails [\$2,318.73; tolls, \$10.34], Total receipts from passenger department, Receipts from local freight on roads operated by pany, Receipts from freight from and to other roads operated by this company,	what,— nt, specify- 73. ned by this over roads , or for use ; miscella- v this com- over roads	110 7: 510 7: None. 510 7: None. 4,249 1: 2,329 0: 45,349 2:
14. 15. 16. 17. 18. 1. 2. 3. 4. 5. 6. 7. 8.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, Any other expenditures charged to capital accouning same,— Lake Pleasant, TOTAL, Property sold and credited capital account, Net addition to capital account for the year, Revenue for Three Months ending Dec. 31, 18 Receipts from local passengers on roads operate company, Receipts from passengers from and to other roads operated by this company, Receipts from passengers over other roads as tolls of cars of this company, Receipts for express [\$1,706.25; rents, \$2,242.47 neons, \$300.45], Receipts for mails [\$2,318.73; tolls, \$10.34], Total receipts from passenger department, Receipts from local freight on roads operated by pany, Receipts from freight from and to other roads operated by this company, Receipts from freight over other roads as tolls, or	what,— nt, specify- 73. ned by this over roads , or for use ; miscella- v this com- over roads	110 7: 510 7: None. \$38,771 00 None. 4,249 1: 2,329 0: 45,349 2: 49,929 96
14. 15. 16. 17. 18. 1. 2. 3. 4. 5. 6. 7. 8. 9.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, Any other expenditures charged to capital accouning same,— Lake Pleasant, TOTAL. Property sold and credited capital account, Net addition to capital account for the year, Revenue for Three Months ending Dec. 31, 18 Receipts from local passengers on roads operate company, Receipts from passengers from and to other roads operated by this company, Receipts from passengers over other roads as tolls of cars of this company, Receipts from passengers [\$1,706.25; rents, \$2,242.47 neons, \$300.45], Receipts for mails [\$2,318.73; tolls, \$10.34], Total receipts from passenger department, Receipts from local freight on roads operated by pany, Receipts from freight from and to other roads operated by this company, Receipts from freight over other roads as tolls, or cars of this company,	what,— nt, specify- 73. ned by this over roads , or for use ; miscella- v this com- over roads	110 7: 510 7: None. 510 7: None. 4,249 1: 2,329 0: 45,349 2:
14. 15. 16. 17. 18. 1. 2. 3. 4. 5. 6. 7. 8. 9.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, Any other expenditures charged to capital accouning same,— Lake Pleasant, TOTAL. Property sold and credited capital account, Net addition to capital account for the year, Revenue for Three Months ending Dec. 31, 18 Receipts from local passengers on roads operate company, Receipts from passengers from and to other roads operated by this company, Receipts from passengers over other roads as tolls of cars of this company, Receipts from passengers over other roads as tolls of cars of this company, Receipts for express [\$1,706.25; rents, \$2,242.47 neous, \$300.45], Receipts from mails [\$2,318.73; tolls, \$10.34], Total receipts from passenger department, Receipts from local freight on roads operated by pany, Receipts from freight from and to other roads operated by this company, Receipts from freight over other roads as tolls, or cars of this company, Total receipts from freight department, Receipts as rents for use of road and equipment, we	what,— nt, specify- 73. ted by this over roads , or for use ; miscella- v this com- over roads	None. 4,249 11 2,329 07 45,349 24 None. 49,929 96 None. 49,929 96 24,000 06
14. 15. 16. 17. 18. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12.	Subscriptions or loans to other roads, specifying Stock of Ashburnham Railroad, Any other expenditures charged to capital accouning same,— Lake Pleasant, TOTAL. Property sold and credited capital account, Net addition to capital account for the year, Revenue for Three Months ending Dec. 31, 18 Receipts from local passengers on roads operate company, Receipts from passengers from and to other roads operated by this company, Receipts from passengers over other roads as tolls of cars of this company, Receipts from passengers over other roads as tolls of cars of this company, Receipts from mails [\$2,318.73; tolls, \$10.34], Total receipts from passenger department, Receipts from local freight on roads operated by pany, Receipts from freight from and to other roads operated by this company, Receipts from freight over other roads as tolls, or cars of this company, Total receipts from freight department,	what,— nt, specify- 73. ted by this over roads , or for use ; miscella- v this com- over roads	None. \$38,771 00 None. 4,249 11 2,329 01 45,349 20 49,929 90 None. 49,929 90

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

14 December of many and a second as also	ĺ
14. Per mile of road operated,—computed as sin-	
gle track, not including sidings, \$1,343 21 15. Per train mile,	
16. Proportion for Massachusetts, 93,756 06	1
20. Total income [for three months],	\$119,279 20
21. Percentage to capital stock and debt,	Q113,213 20
22. Percentage to means applied to construction,	
equipment, &c., 3.16	ĺ
oquipment, co.,	İ
Expenses of Operating the Road for Three Months ending	ĺ
December 31, 1873.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating	
expenses). 1. Repairs of road, exclusive of bridges and new rails,*	\$12,174 20
New road in Orange to do away with crossings,	2,000 00
2. New iron rails, deducting old rails sold (number of miles,	2,000 00
; weight per yard, lbs.),*	3,060 13
3. Steel rails, deducting old rails sold (number of miles,	1 4,000 20
; weight per yard, lbs.),	_
4. Repairs of bridges,	2,398 96
5. Repairs of buildings and fixtures (station),	2,161 91
6. Repairs of and additions to machine-shops and machinery, .	412 28
7. Repairs of fences, road crossings, and signs,	486 24
8. TOTAL,	22,693 72
9. Proportion of same to passenger department, † \$10,800 91	1
10. Proportion of same to freight department, † . 11,892 81	į
11. Of the above total there was expended for other than ordi-	1
nary repairs,	-
CLASS 2.—General Traffic Expenses.	10000 10
1. Taxes, State and local,	18,255 12
2. General salaries, office expenses and miscellaneous, not em-	11 200 20
braced in Classes 3 and 4,	11,793 30
Gratuities and damages,	3,597 55
3. Insurance premiums and losses by fire and damages for fires	1,063 70
set by engines,	2,829 47
4. Repairs of locomotives,	1)
5. Repairs of snow-plows,	\ 3,745 74
6. New locomotives (charged to operating expenses),	None.
7. New snow-plows (charged to operating expenses),	None.
8. Removing ice and snow.	1,588 20
8. Removing ice and snow,	1 2,000 20
cost \$,	13,729 05
10. Water,	535 60
11. Oil and waste,	1,191 60
12. Switchmen, watchmen, flag and signal men,	1,785 02
13. Telegraph expenses,	275 00
14. TOTAL,	60,389 35
15. Proportion belonging to passenger department, † \$28,742 44	1
16. Proportion belonging to freight department, † 31,646 91	1
O0 D	
CLASS 3.—Passenger-Train Expenses.	
1. Repairs of passenger, mail and baggage cars,	2,825 28
2. New passenger, mail and baggage cars (charged to operat-	
ing expenses),	None.
3. Damages and gratuities, passenger,	65 00
4. Salaries, wages and incidentals of passenger department,	7,860 48
5. Amount paid other corporations or individuals not operating	None
roads, for use of passenger cars, and repairs of same,	None.
6. TOTAL,	10,770 76

Including labor and materials in new sidings.
 Computed on gross receipts from passenger and freight departments.
 As the Pullman, Wagner or other drawing-room and sleeping-cars.

Cr see A - Veright Train Evenouse	
CLASS 4.—Freight-Train Expenses. 1. Repairs of freight cars,	84,265 50
2. Repairs of wharf, &c.,	None.
3. Damages and gratuities, freight,	550 65
4. Salaries, wages and incidentals of freight department, .	15,429 80
5. Paid corporations or individuals not operating roads for use	
of freight cars,	Nothing.
6. TOTAL,	20,245 95
7. TOTAL EXPENSES FOR OPERATING THE ROAD, EMBRACED IN	
CLASSES 1, 2, 3, 4,	114,099 78
8. Per mile of the road operated, \$1,284 91	
9. Per mile of single track operated, not including	
sidings,	A
10. Per train mile,	
11. Proportion for Massachusetts, 89,686 72	
12. Percentage of expenses to income, 95.66	
Net Income, Dividends, &c.	Acres 1
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$5,179 42
2. Amount paid other companies as rent for use of road, speci-	3,000
fying each company, the amount, and basis on which rent is computed,—	
Connecticut River Railroad Company, \$1,237 50	
Commonwealth of Massachusetts for rent of Troy	
& Greenfield Railroad, 3,750 00	320000
	4,987 50
3. Net income above operating expenses and amount paid for rent	****
of roads,	191 92
4. Percentage of same to capital stock and debt,	
5. Percentage to total means applied to construction, equipment, &c.,	
6. Paid for interest,	30,198 81
7. Dividends declared, per cent. for the three months,	00,100.01
amount,	None.
8. Date of last dividend declared,	May 15, 1873.
9. Balance for the three months, or deficit,	30,006 89
10. Surplus at commencement of the year,	67,312 36
11. Total surplus [December 31, 1873],	37,305 47
12. Paid to sinking funds in hands of trustees,	None.
Receipts, Expenses, Net Earnings, &c., of Passenger Department	7
1. Total receipts from Passenger Department, as per "Rev-	
enue for the Year," No. 6,	\$45,347 42
2. (Total receipts per train mile, \$1.328.)	Asoloss as
3. Expenses, proportion of "Maintenance of Way and Buildings,"	
as per Class 1. No. 9.	10,800 91
4. Expenses, proportion of "General Traffic Expenses," as per	
 Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, Expenses, "Passenger-Train Expenses," as per Class 3, No. 6, 	28,742 44
5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	10,770 76
6. TOTAL EXPENSES,	* 50,314 11
7. (Total expenses per train mile, \$1.473.)	4 000 on
8. NET LOSS,	4,966 69
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Rev-	410,000,00
enue for the Year," No. 6,	, \$49,929 96
2. (Total receipts per train mile, \$2.047.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	11,892 81
4. Expenses, proportion of "General Traffic Ernenses" as per	TIJOON OL
The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	93 040 03
Class 2, No. 15,	10 1 10 000 100
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	31,646 91 20,245 95

6. Total expenses,7. (Total expenses per train mile, \$	2.615.)	•	•		\$63, 785 67
8. NET LOSS,		•	•		13,855 71
General Balance Sheet at Clo	sing of	A000	unts	December 1,	1873.
	Dr.				
Construction of main road,		•		\$3,039,757 93	3
Construction of Greenfield Branch,	•		•	248,570 08	
Equipment (engines and cars), .	•	•	•	261,233 64	
74 1 4 1 1				A 40.004.44	\$3,549,561 65
Stock materials,	•	•	•	\$48,384 47	
Fuel,	• •	•	•	6,700 75	
Oil and waste,	•	•	•	739 10	, 55,824 39
Turner's Falls Branch,					. 145,300 63
Loans on interest,	•	•	•	\$14,624 36	•
Lake Pleasant,	•	•	•	15,252 9	
Buildings and furniture at Hoosac T	'nnnal	•	•	14,866 35	
Real estate in Fitchburg,	иппец	•	•	48,612 81	
United States for carrying mails,	•	•	•	395 50	
Ashburnham Railroad Company sto	ole	•	•	1,000 00	
Real estate in Brattleborough, Vt., .		•	•	3,802 95	
in Westminster	•	•	•	350 00	
′	•	•	•	500 00	
in Erving, in Athol,	•	•	•	800 00	
in Deerfield,	•	•	•	457 65	
Sundry accounts,	•	•	•	3,000 49	
Sinking Fund,	•	•	•	56,000 00	
Cash,	• • •	•	•	7,395 31	
	•	•	•		167,058 34
					\$3,917,744 94
	Cr.				
Capital stock (28,600 shares), .				\$2,860,000 00)
Mortgage bonds, due July 1, 1883,				550,000 00	
Convertible bonds, due July 1, 1879,				200,000 00	
Convertible bonds, due July 1, 1885,				150,000 00)
Notes payable,				117,039 47	
Unpaid dividends,				3,400 00)
Road Income,				37,305 47	7
·					\$3,917,744 94
Description of Road.					
1. Date when the road or portion	s there	of w	ere		
opened for public use:—	,		J. V		
From Fitchburg to Brattleboro'.	, Vt.,			April 15, 1	849.
From Fitchburg to Athol, Mass. 2. Length of main line of road fr	, .	4.LL.		1848.	•
to Greenfield,*	· ш Г	CHO	urg	56 miles.	
· · · ·		•	•	oo miios.	

^{*} Length in all cases to be given in miles and decimals.

-			
	Locath of main line of and in Manager	CO and law	
	Length of main line of road in Massachusetts,	56 miles,	
2	In other States,	None.	
0,	completed,	None.	
4	Length of double track on main line,	None.	
	Branches owned by company,—	Tione.	
-	Brattleboro' Branch (single track), length, .	21.31 miles.	
	Turner's Falls Branch (single track), length, .	2.80 miles.	
6.	Total length of branches owned by company, .		24.11 miles.
7.	Total length of branches owned by company in		
	Massachusetts,		13.80 miles.
8.	In other States [Vermont],		10.31 miles.
9.	Length of double track on branches,	None.	
	Total length of road belonging to this company,		80.11 miles.
11.	Aggregate length of sidings and other tracks	1	
	not above enumerated,	11 miles.	
	Same in Massachusetts,	10 miles.	
13.	Aggregate length of tracks belonging to this	01.11 17	
11	company computed as single track,	91.11 miles.	
	Same in Massachusetts,	79.80 miles.	
10.	Total length of steel rails in tracks belonging	None.	
16	to this company, Total length of steel-top rails in tracks belong-	None.	
LU.	ing to this company,	None.	
17.	Number of spans of bridges of 25 feet and up-	Hones	
***	wards,	57	
18.	Number of iron bridges (aggregate length, feet,		
)	None.	
19.	Number of wooden bridges (ag. length, feet	9 7	
	6,910),	35	
20.	Bridges built within the three months,	None.	
	Number of crossings of highways at grade, .	75	
	Number of crossings of highways over railroad,	11	
23.	Number of crossings of highways under rail-	-	
	road,	13	
	Number of highway bridges 18 feet above track,	2	
20.	Number of highway bridges less than 18 feet	0	
96	above track,	9	
200	are maintained,	3	
27.	Number of crossings at which there are neither		
	gates nor flagmen,	72	
28.	Number of railroad crossings at grade, specify-	100	
	ing each,	3	
29.	Number of railroad crossings over other rail-		
	roads, specifying each,	None.	
30.	Number of railroad crossings under other rail-		
	roads, specifying each,	None.	
40			
	ADS BELONGING TO OTHER COMPANIES, OPER-		
	TED BY THIS COMPANY UNDER LEASE OR CON-		
	Name description and Israel of and *		
31.	Name, description and length of each,—*		
	Troy & Greenfield Railroad, between Green- field and Hoosac Tunnel, owned by Com-		
*	monwealth of Massachusetts, length,	30 miles.	
32.	Total length of above roads,	oo miles.	30 miles.
33.	Total length of above roads in Massachusetts, .		30 miles.
34.	Total length of above roads in other States,		or antique
	specifying each,		None.
35.	Total miles of road operated by this company,		88.80
	Total miles of road operated by this company		
	in Massachusetts,		88.80
	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s		

^{*} Lengths to be given in miles and decimals.

 37. Number of stations on all roads operated by this company, 38. Same in Massachusetts, 	26 · 26
 39. Miles of telegraph on line of road operated by this company, 40. Miles of telegraph owned by this company, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this 	86 None. 16
company,	16 16

Rolling Stock.

		Total number.	Value,	Per mile road operated.
1.	Locomotives (average weight of engines in working order, 56,595 lbs.),	} 13		.146
	Tenders (average weight of tenders full of fuel and water, 34,500 lbs.),	13	\$96,500 00	-
	Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 40 feet 9 in.	, ,		
4.	Total length of heaviest engine and tender over all, 51 feet 4 in.			
5.	Snow-plows (average weight, 29,191 lbs.),	2	2,000 00	.023
	Passenger cars (average weight, 31,000 lbs.), . Passenger cars (maximum weight, lbs.)	19	29,000 00	.214
	Mail and baggage cars (av. weight, 29,000 lbs), .	7	6,200 00	.079
	8-wheel box freight cars (av. weight, 16,000 lbs),	155	87,791 00	1.745
	4-wheel box freight cars (av. weight, lbs.),	None	12 and 10 and	= :
	8-wheel platform cars (av. weight, 13,000 lbs.),	120	39,192 64	1.351
	4-wheel platform cars (av. weight, lbs.),.	None	7	-
12.	Other cars (drovers',) (av. weight, 16,000 lbs.),.	1	550 00	.011
13.	Total value,		\$261,233 64	
14.	Total freight cars, including coal, &c., on a basis of 8 wheels,	276		
15.	Number of locomotives equipped with train	~10		-
-0.	brakes, (Kind of brake,	None	-	-
16.	Number of cars equipped with train brakes, (Kind of brake, Westinghouse air brake.)	4	150	-
17.	Number of passenger cars with Miller platform and buffer,	2	1.5	-

Jan.

Mileage, Traffic, &c., for Three Months, ending December 31, 1873.		
[Estimated.]	75	
1. Miles run by passenger trains,	34,156	
2. Rate of speed of express passenger trains, in-	44-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	22
cluding stops,	No express tra	ins.
3. Rate of speed of accommodation trains, including stops,	21 miles per he	OTTE .
4. Miles run by freight trains,	21.545	our.
5. Rate of speed of express freight trains, includ-	72)030	
ing stops,	No such trains	h
6. Rate of speed of accommodation freight trains,		
including stops, 7. Miles run by other trains, and for what pur-	7 miles per h	our.
pose [wood and gravel trains],	2,849	
8. Total train miles run,	2,510	58,550
9. Number of through passengers (whole length		
of road),	-	1.7
 Number of local passengers (over part of road), Total number of passengers carried. 	T	** ***
12. Total passenger mileage, or passengers carried		75,610
one mile,		1,546,224
13. Passenger mileage to and from other roads, .	530,318	No. of Street
14. Number of tons carried,	34,419	
15. Total freight mileage, or tons carried one mile,	800,008	753,432
16. Freight mileage to and from other roads, [For other items see report of Fitchburg Railroad	602,086	
Company,]	1.	

The Vermont & Massachusetts Railroad has been leased to the Fitchburg Railroad Company for nine hundred and ninety-nine years, commencing January 1, 1874.

DANIEL S. RICHARDSON, WM. H. HILL, GEO. F. FAY, THORNTON K. WARE,

Directors of the Vermont and Massachusetts Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

Workester, ss. October 31, 1874. Then personally appeared George F. Fay and Thornton K. Ware, above named, and severally made oath to the truth of the foregoing statement by them subscribed.

CHAS. A. MORGAN, Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, 8s. November 4, 1874. Then personally appeared Daniel S. Richardson and William H. Hill, and severally made oath to the truth of the foregoing statement by them subscribed.

FRANKLIN N. POOR, Justice of the Peace.

Name and Residence of Officers.

Daniel S. Richardson, *President*, Lowell; Franklin N. Poor, *Treasurer*, Somerville; Benjamin D. Locke, *Clerk*, Arlington.

Directors.—William H. Hill, Brookline; James A. Dupée, Walpole; George F. Fay, Fitchburg; Thornton K. Ware, Fitchburg; Wendell T. Davis, Greenfield; Francis Goodhue, Brattleborough, Vt.

Proper Address for the Company.

VERMONT & MASSACHUSETTS RAILROAD COMPANY, Treasurer's Office, 13 Exchange Street, Boston.

OF THE

WARE RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased to and operated by the Boston & Albany Railroad Company.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.	1000000	
 Capital stock authorized by charter, Capital stock authorized by votes of company, 	\$1,000,000 00 750,000 00	
3. Capital stock issued (number of shares, 7,500); amount paid in,	750,000 00	
4. Capital stock paid in on shares not issued (number of shares, none),		
5. Capital stock, total amount paid in,		\$750,000 00
6. Capital stock paid in per mile of road owned		
by company,	15,212 98	100
7. Capital stock paid in, proportion for Massachusetts."	AII.	
8. Capital stock, number of shares issued not entitled to dividends,	200	
9. Par value of shares, \$100; (the average price at which shares were sold,		3
10. Number of stockholders,	94	
11. Amount of stock held in Massachusetts,	731,500 00	
12. Number of stockholders in Massachusetts,	92	
Debt.		
13. Funded debt,	None.	
15. Unfunded debt, incurred for construction, equipment or purchase of property to Bos-		
ton & Albany Railroad Company],	310,335 33	
18. Total debt liabilities [to Boston & Albany Rail- road Company],		310,335 33
19. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not repre-		010,000 00
sent permanent investments,	292,307 65	
20. Proportion of same for Massachusetts,*	292,307 65	
21. Proportion of same per mile of road,	5,929 16	
CASH REALIZED, &C.		
23. Total cash realized from capital and debt in-		
curred for construction, equipment, &c. [cap-	1,060,335 33	
ital, \$750,000; debt, \$310,335.33],	1,000,000 33	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

 24. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property, 25. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY, 26. Proportion of above for Massachusetts* 	\$6,072 24 1,066,407 57	
Cost of Road, Equipment, and Property.	†	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY	1	
COMPANY.a 1. Grading and masonry. 2. Bridging, 3. Superstructure, including rails, 4. Land, land damages and fences, 5. Passenger and freight stations, wood-sheds and water stations, 6. Engine-houses, car-sheds and turn-tables, 7. Machine shops, 8. Interest paid during construction, discount, &c. 9. Engineering, agencies, salaries and other expenses during construction, Expended since June 12, 1873, date of present organization, By last report,	\$401,157 00 56,608 00 220,690 00 46,960 00 7,264 00 1,450 00 - - 15,871 00	- - \$750,000 00
Expended this year,	94,669 72	316,407 57
 Total expended for construction, Average cost of construction per mile of road built by company, Same per mile of single track built by company, not including sidings, Proportion of cost of construction for Massachusetts* EQUIPMENT. [None.]	21,630 99 21,630 99 All.	\$1,066,407 57
 Property in Massachusetts (including proportion of equipment), WHOLE AMOUNT OF PERMANENT INVESTMENTS, Proportion for Massachusetts, TOTAL PROPERTY AND ASSETS OF THE COMPANY, Amount of sinking and contingent funds, and their purpose, 	1,0 ⁻ 1,066,407 57 1,066,407 57	
Expenditures Charged to Capital Account during t	he Year.	
[The work on new construction is not yet complet accounts are not subdivided. See No. 9, "Cost of 16. TOTAL [not yet distributed],	ed, and the	\$ 94,669 72
17. Property sold and credited capital account, 18. Net addition to capital account for the year,		94,669 72

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor. a The amount expended in construction, as shown by report of former company, was \$1,334,239.36. This outlay is now represented by a capital of \$750,000, and the above figures have been reduced to correspond with that sum.

Revenue for the Year.a		
 Income from all other sources, (including accresinking funds, investments in stocks, bonds, property, transportien lines, &c., specifying as Rent from Boston & Albany Railroad at rate of annum, payable July, 1874, and January, 1875 ment, under new lease, Rent from Boston & Albany Railroad, under old 20. Total income [net], Percentage to capital stock and debt, Percentage to means applied to construction, equinent, &c., Expenses of Operating the Road for the Y 	steamboat une),— \$37,500 per ; July pay- l lease, 2.69 uip- 2.67	\$18,750 00 9,768 61 28,518 61
[Operated by Boston & Albany Railroad Comp	pany.]	
Net Income, Dividends, &c.		
1. TOTAL NET INCOME,		\$28,518 61
 Paid for interest, Dividends declared 5 per cent. for the year 18 	rá simont	18,750 00
[payable July, 1874, and January, 1875], .	ra, amount	10,750 00
8. Date of last dividend declared,		July 1, 1874
9. Balance for the year or deficit,		9,768 61
10. Surplus at commencement of the year,a		14,331 31
11. TOTAL SURPLUS, 12. Paid to sinking funds in hands of trustees, .		24,099 99
company.		ompany, and the
General Balance Sheet at Closing of Accounts,		
General Balance Sheet at Closing of Accounts, DR.		1874.
General Balance Sheet at Closing of Accounts, DR. Construction,		1874. \$1,066,407 57
General Balance Sheet at Closing of Accounts, DR. Construction,		\$1,066,407 57 18,027 68
General Balance Sheet at Closing of Accounts, DR. Construction,		
General Balance Sheet at Closing of Accounts, DR. Construction,		\$1,066,407 55 18,027 68 \$1,084,435 25
General Balance Sheet at Closing of Accounts, DR. Construction,	September 30,	\$1,066,407 55 18,027 68 \$1,084,435 25
General Balance Sheet at Closing of Accounts, DR. Construction,	September 30,	\$1,066,407 57 18,027 68 \$1,084,435 25
General Balance Sheet at Closing of Accounts, DR. Construction,	September 30,	\$1,066,407 57 18,027 68 \$1,084,435 25
General Balance Sheet at Closing of Accounts, DR. Construction,	September 30,	\$1,066,407 55 18,027 66 \$1,084,435 25
General Balance Sheet at Closing of Accounts, DR. Construction,	September 30,	\$1,066,407 55 18,027 66 \$1,084,435 25
Cash, Cash, Cash, Capital stock, Obligations incurred in construction, Profit and loss account, Description of Road. 1. Date when the road or portions thereof were opened for public use,— From Palmer to Gilbertville, From Gilbertville to Winchendon, 2. Length of main line of road in Massachusetts,	September 30,	\$1,066,407 5: 18,027 6: \$1,084,435 2:
General Balance Sheet at Closing of Accounts, DR. Construction,	\$750,000 00 310,335 33 24,099 92 July, 1870. Nov., 1873.	\$1,066,407 55 18,027 66 \$1,084,435 25
CR. Capital stock, Obligations incurred in construction, Profit and loss account, Description of Road. 1. Date when the road or portions thereof were opened for public use,— From Palmer to Gilbertville, From Gilbertville to Winchendon, 2. Length of main line of road from Palmer to Winchendon,* Length of main line of road in Massachusetts, In other States, 3. Length of line with track laid, if road is not completed,	\$750,000 00 310,335 33 24,099 92 July, 1870. Nov., 1873. 49.30 miles.	\$1,066,407 57 18,027 68 \$1,084,435 22
Cash, Cash, Cash, Cash, Capital stock, Obligations incurred in construction, Profit and loss account, Description of Road. 1. Date when the road or portions thereof were opened for public use,— From Palmer to Gilbertville, From Gilbertville to Winchendon, 2. Length of main line of road from Palmer to Winchendon,* Length of main line of road in Massachusetts, In other States, 3. Length of line with track laid, if road is not completed, 4. Length of double track on main line,	\$750,000 00 310,335 33 24,099 92 July, 1870. Nov., 1873. 49.30 miles.	\$1,066,407 57 18,027 68 \$1,084,435 22
CR. Capital stock, Obligations incurred in construction, Profit and loss account, Description of Road. 1. Date when the road or portions thereof were opened for public use,— From Palmer to Gilbertville, From Gilbertville to Winchendon, 2. Length of main line of road from Palmer to Winchendon,* Length of main line of road in Massachusetts, In other States, 3. Length of line with track laid, if road is not completed,	\$750,000 00 310,335 33 24,099 92 July, 1870. Nov., 1873. 49.30 miles.	\$1,066,407 5 18,027 6 \$1,084,435 22

[•] Length in all cases to be given in miles and decimals.

20.

10. Total length of road belonging to this company,	49.30 miles.
11. Aggregate length of sidings and other tracks	4 : 1
not above enumerated,	4 miles.
12. Same in Massachusetts,	4 miles.
13. Aggregate length of track belonging to this	
company, computed as single track,	53.30 cents.
14. Same in Massachusetts,	
15. Total length of steel rails in tracks belonging	•
to this company,	None.
16. Total length of steel-top rails in tracks belong-	
ing to this company,	None.
17. Number of cpans of bridges of 25 feet and up-	21020
wards.	8
	None.
18. Number of iron bridges (ag. length, feet,), .	None.
19. Number of wooden bridges (ag. l'gth, about	
1,057 feet),	13

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Ma	terial.		Length.	When built.
Winchendon, Hardwick,	Girder, . Girder, .	. Wood,		. 15 . 22	feet, . feet, .	Sept., 1873. Aug., 1873.
21. Number of cro	ssings of high	hwava at	grade.		51	
22. Number of cros	ssings of high	ways ov	er railr	oad,		
23. Number of cro	ossings of hi	ghways	under :	rail-		
road, .		106-4-	· i	1_	5	
24. Number of high 25. Number of high	nway oriages	10 100t B	DOVE IF	ack,	1	
above track.		. 1699 (1	1911 10	1661	None.	
26. Number of cros		ch gates	or flag	men	1101101	
are maintair			U		None.	
27. Number of cros			are nei	ther		
	gmen,			٠	51	
28. Number of rail	road crossing t. & Mass. an			шу-	2	
29. Number of rai				rail.	-	
	ying each,				None.	
30. Number of rail	road crossing	s under	other	rail-		
roads, specif					None.	

Rolling Stock. [None.]

Mileage, Traffic, &c.

[Included in report of the Boston & Albany Railroad Company.]

J. A. RUMRILL, CHAS. E. STEVENS, WM. W. WHITNEY, CHAS. A. STEVENS, CHAS. A. PERLEY, C. W. CHAPIN, EDW. B. GILLETT,

Directors of the Ware River Railroad Company.

COMMONWEALTH of MASSACHUSETTS.

Hampden, ss. November 4, 1874. Then personally appeared J. A. Rumrill, Chas. E. Stevens, W. W. Whitney, Chas. A. Stevens, Chas. A. Perley, C. W. Chapin and E. B. Gillett, and severally made oath to the truth of the foregoing statement by them subscribed.

HENRY COLT, Justice of the Peace.

Name and Residence of Officers.

J. A. Rumrill, President, Springfield; William Ritchie, Treasurer and Clerk, Springfield.

Proper Address for the Company.

WARE RIVER RAILROAD COMPANY, SPRINGFIELD, MASS.

OF THE

WEST AMESBURY BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased to and operated by the Boston & Maine Railroad. See lease at end of this volume.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.	_	
1. Capital stock authorized by charter,	\$150,000 00	
2. Capital stock authorized by votes of company,	114,000 00	
3. Capital stock issued (number of shares, 570),	F# 000 00	
amount paid in,	57,000 00	
4. Capital stock paid in on shares not issued		
(number of shares,),	-	\$57,000 00
6. Capital stock paid in per mile of road owned		\$37,000 00
by company,	12,666 66	
7. Capital stock paid in, proportion for Massachu-	12,000 00	
setts,*	28,500 00	
8. Capital stock, number of shares issued not en-	,	
titled to dividends,	_	· -
9. Par value of shares, \$ (the average price at		
which shares were sold, \$.)		
10. Number of stockholders,	59	
11. Amount of stock held in Massachusetts,	56,000 00	
12. Number of stockholders in Massachusetts,	54	
DEBT.		
13. Funded debt as follows:—		
1st mortgage bonds, due July 1, 1893, rate of		
interest, 7 per cent.,	57,000 00	
14. Total amount of funded debt,	•	57,000 00
 Unfunded debt incurred for construction, equip- 		•
ment or purchase of property,	557 00	
16. Unfunded debt incurred for any other purpose,		
and for what,		-
7. Other debts—current credit balances, &c.,	-	-
18. Total debt liabilities,		57,557 00
19. Amount of debt liabilities after deducting cash,		
sinking funds in hands of trustees, and such securities and debt-balances as do not repre-		
sent permanent investments,	57,557 00	
20. Proportion of same for Massachusetts.*	28,778 50	
21. Proportion of same per mile of road,	12,790 44	
	1~,	
22. Contingent liabilities as guarantor of bonds or		

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

CASH REALIZED, &C.		
23. Total cash realized from capital, and debt in- curred for construction, equipment, &c., . 24. Total amount of income which has been ex-		\$114,557 00
pended (in addition to funds derived from		
capital and debt) in construction, equip- ment and purchase of property,	-	-
25. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY, .		122,958 70
26. Proportion of above for Massachusetts,*	9	-
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
[The items of construction cannot be given, the road having been built under one contract for		
the whole road.] 10. Total expended for construction,	\$122,958 70	
11. Average cost of construction per mile of road built by company,	27,324 16	
12. Same per mile of single track built by com- pany, not including sidings,	27,324 16	
13. Proportion of cost of construction for Massa-	92012 TW	
chusetts,*	61,479 35	
EQUIPMENT. [None.]		
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS. [None.]		
32. WHOLE AMOUNT OF PERMANENT INVEST-	200,000,000	
MENTS, 33. Proportion for Massachusetts,	122,958 70 61,479 35	
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY, 35. Amount of sinking and contingent funds, and		\$122,958 70
their purpose,		-
Parama de Ala Tara		
Revenue for the Year. 11. Receipts as rents for use of road from Boston & M	Inina R R	
January and July, 1874,		\$ 5,700 00
20. TOTAL INCOME,	4.97	5,700 00
22. Percentage to means applied to construction, e	equipment,	
&c.,	. 4.63	
Expenses of Operating the Road for the Year	·.	
[Operated by Boston & Maine Railroad Comp	any.]	
Net Income, Dividends, &c.		
 TOTAL NET INCOME, Percentage of same to capital stock and debt, Percentage to total means applied to construction 		\$ 5,700 00
equipment, &c.,	4.63	95 10
7. Dividends declared, per cent. for the year, amo	ount,	-
8. Date of last dividend declared,		-

[•] Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

40 0 0 11 1	e year,							\$5,604 90
10. Deficit at con	nmence	ment	of the	he yes	ar [\$3,3 50.	05; less due	0.700.00
on stock, \$5			•	•	•	•		2,796 80 8,401 70
11. TOTAL 81 12. Paid to sinkin	g funds	in ha	nds .	of tru	ste	es, .		-
General B	alance S	heet s	t Clo	sing o	of A	.ccounts,	September 30,	1874.
				Dr.				
Construction,		•	•	•	. •	•	• • • •	\$122,958 70
				Cr.				
Capital stock,				•			. \$57,000 00)
Bonds,							. 57,000 00)
Due Savings Bank	τ, .						. 500 00)
Due - National	Bank,			•			. 57 00)
Surplus used in co	nstruct	ion,				•	. 8,401 70	
								\$122,958 70
1. Date when the opened for person West A	public r	ıse :—					Jan., 1873.	
1. Date when the opened for From West A: 2. Length of man bury to New Length of man In other State 10. Total length pany, 11. Aggregate len not above e 12. Same in Massi 13. Aggregate len company, c 14. Same in Massi 21. Number of cro 22. Number of cro	public transported by the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state	of road Ham l below ted, ted, ted, tes, tracked as site, of high	ss., to ad fr d in pshlip ongir gs ar s belingle	New om W Massa re], ag to do oth longing track ys at ;	ton. Test chu thia	, N. H., Ames- 	4.50 miles. 2.25 miles. 2.25 miles. .284 miles. .265 miles.	4.50 miles. -

* Length in all cases to be given in miles and decimals.

Rolling Stock.

[None.]

Mileage, Traffic, &c.

[Included in report of Boston & Maine Railroad.]

WILLIAM H. HASKELL, JOHN S. POYEN, WILLIAM GUNNISON, A. E. GOODWIN,

Directors of the West Amesbury Branch Railroad Company.

430 WEST AMESBURY BRANCH RAILROAD. [Jan.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. October 30, 1874. Then personally appeared William H. Haskell, John S. Poyen, William Gunnison, Alfred E. Goodwin, and severally made oath to the truth of the foregoing statement by them subscribed.

JAMES D. PIKE, Justice of the Peace.

Name and Residence of Officers.

William H. Haskell, President; John S. Poyen, Treasurer; James D. Pike, Clerk,—of West Amesbury.

Directors.—William H. Haskell, John S. Poyen, William Gunnison, Alfred E. Goodwin,—of West Amesbury, William W. Wilder, Newton, N. H.

Proper Address for the Company.

WEST AMESBURY BRANCH RAILROAD COMPANY, WEST AMESBURY, Mass.

OF THE

WEST STOCKBRIDGE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated under a perpetual lease by the Boston & Albany R R. Co., and the Housatonic R. R. Co. of Connecticut.]

Capital Stock, Debts, &c.		
CAPITAL STOCK. 1. Capital stock authorized by charter, 2. Capital stock authorized by votes of company, 3. Capital stock issued (number of shares,),	\$ 75,000 00	-
amount paid in, 4. Capital stock paid in on shares not issued	39,600 00	
(number of shares,),	-	\$39,600 00
by company,	14,400 00	
setts,*	14,400 00	
tled to dividends, 9. Par value of shares, \$100 (the average price at which shares were sold, \$100). 10. Number of stockholders,	None. 24	
11. Amount of stock held in Massachusetts,	38,950 00 21	
DEBT. [No debt of any kind.]		•
CASH REALIZED, &C. 25. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT, AND PURCHASE OF PROPERTY, . 26. Proportion of above for Massachusetts,* .	39,600 00	39,600 00
Cost of Road, Equipment, and Property.	• •	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY	•	
[There are no accounts which show expense of construction in gross or in detail. The capital stock paid in was substantially expended for construction.]		
10. Total expended for construction,	\$ 39,600 00	
built by company,	14,363 63	
pany, not including sidings,	14,363 63	

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

equipment, &c., 6. Paid for interest, 7. Dividends declared, 4 per cent. for the year, amou 8. Date of last dividend declared, 9. Balance for the year or deficit, 10. Surplus at commencement of the year [\$644]	nt, : :	1,584 00 April 1, 1874. 1 03
 Total net income above operating expenses Percentage of same to capital stock and debt, Percentage to total means applied to construction 	. 4.00	\$1,582 97
Net Income, Dividends, &c.	-	
1. Taxes, State and local, 2. General salaries, office expenses and miscellaneou braced in Classes 3 and 4, 7. Total expenses,	s, not em-	\$319 46 23 75 343 21
Expenses of Operating the Road for the Year.		
sinking funds, investments in stocks, bonds, property, transportation lines, &c., specifying s Dividend on 8 shares of stock, Interest received upon bills receivable, . 20. TOTAL INCOME, . 21. Percentage to capital stock and debt, . 22. Percentage to means applied to construction, edment, &c.,	ame),— 4.86	32 00 21 00 1,926 18
11. Receipts as rents for use of road, 12. Total Earnings, 19. Income from all other sources (including accret	ions from	\$1,873 18 1,873 18
Revenue for the Year.		
33. Proportion for Massachusetts, 34. TOTAL PROPERTY AND ASSETS OF THE COMPANY, 35. Amount of sinking and contingent funds and their purpose,	39,600 00	\$39,600 00
Equipment. [None.] 32. Whole amount of permanent investments,	39,600 00	
13. Proportion of cost of construction for Massa- chusetts,* .	\$39,600 00)

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

a \$400; error in last year's surplus.

General Balance Sheet at Closing of Accounts, Sept. 30, 1874

Genera	ı Da	rattion	рпее		CIOSII	nR or	A000	unu,	pehr.	3U,	197	2.	
					Di	R.							
Construction,												\$39,600	00
8 shares West Ste	ockb	ridge	Rail	road	Con	pany	sto	ck.				400	
Bills receivable,						٠. ٠						300	
Cash,		•	•				•	•	•			343	
												\$40,643	33
					CF	ł						\$1 0,013	30
Capital stock,									\$39	,600	00		
Profit and loss,		•			•				1	,043	33		
												\$40,643	33

ing each, 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each, 31. Number of stations, 32. Number of stations, 33. Same in Massachusetts, 44. Number of telegraph offices in company's stations, 45. Number of telegraph offices operated by this company, 46. Number of telegraph company, 47. Number of telegraph offices operated jointly by railroad and telegraph company, 48. Number of telegraph offices operated jointly by railroad and telegraph company, 49. Number of through passengers (whole length of road), 40. Number of through passengers (whole length of road), 41. Total number of passengers (over part of road), 42. Total passenger mileage, or passengers carried one mile, 43. Passenger mileage to and from other roads, 44.710 46,380		
opened for public use:— From West Stockbridge to State Line, 2. Length of main line of road from West Stockbridge to State Line, Length of main line of road from West Stockbridge to State Line, Length of main line of road in Massachusetts, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel-top rails in tracks belonging to this company, 17. Number of spans of bridges (aggregate length, feet,), 18. Number of iron bridges (aggregate length, feet,), 19. Number of wooden bridges (aggregate length, feet,), 21. Number of crossings of highways at grade, 22. Number of crossings of highways under railroad, crossings of highways under railroad, roads, specifying each, 27. Number of railroad crossings at grade, specifying each, 28. Number of railroad crossings over other railroads, specifying each, 29. Number of railroad crossings under other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each, 31. Number of telegraph offices in company's stations, 32. Same in Massachusetts, 33. Same in Massachusetts, 34. Number of telegraph offices in company's stations, 35. Same in Massachusetts, 36. Number of telegraph company, 37. Number of telegraph stations operated by this company, 38. Rolling Stock [None.] **Mileage, Traffic, &c.** [As reported by the Housatonic Railroad Co.] 9. Number of local passengers (whole length of road), 15. 460 None. 15. 460 None. 16. 46,380 46,380	Description of Road.	
From West Stockbridge to State Line, 2. Length of main line of road from West Stockbridge to State Line,* Length of main line of road in Massachusetts, 10. Total length of road belonging to this company, 11. Aggregate length of stidings and other tracks not above enunerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, 16. Total length of steel-top rails in tracks belonging to this company, 17. Number of spans of bridges of 25 feet and upwards, 18. Number of inor bridges (aggregate length, feet, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, however, howeve	1. Date when the road or portions thereof were	
Length of main line of road in Massachusetts, 10. Total length of road belonging to this company, 11. Aggregate length of sidings and other tracks not above enumerated, 2.81 miles. 2.81 miles. 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, 17. Number of spans of bridges of 25 feet and upwards, 18. Number of iron bridges (aggregate length, feet, 19. Number of crossings of highways at grade, 22. Number of crossings of highways under railroad, 23. Number of crossings of highways under railroad, 24. Number of railroad crossings at grade, specifying each, 25. Number of railroad crossings over other railroads, specifying each, 26. Number of railroad crossings under other railroads, specifying each, 27. Number of railroad crossings under other railroads, specifying each, 28. Same in Massachusetts, 29. Number of telegraph offices in company's stations, 21. Number of telegraph offices operated by this company, 29. Number of telegraph offices operated by this company, 20. Number of telegraph company, 21. Number of telegraph company, 22. Number of telegraph company, 23. Number of telegraph company, 24. Number of through passengers (whole length of road), 25. Total passenger mileage, or passengers carried, 26. Number of tone mile, 27. Total passenger mileage to and from other roads, 27. Number of tone entile, 28. Number of tone carried, 29. Number of tone carried, 29. Number of telegraph company, 29. Number of telegraph company, 29. Number of telegraph company, 29. Number of telegraph company, 29. Number of telegraph company, 29. Number of telegraph company, 29. Number of telegraph company, 29. Number of telegraph company, 29. Number of telegraph company, 29. Number of telegraph company, 29. Number of telegraph company, 29. Number of telegraph company, 29. Number of telegraph company, 29. Number of telegraph company, 29. Number of telegraph company, 29. Number of te	From West Stockbridge to State Line,	
11. Aggregate length of sidings and other tracks not above enumerated, 12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging to this company, 16. Total length of steel rails in tracks belonging to this company, 17. Number of spans of bridges of 25 feet and upwards, 18. Number of iron bridges (aggregate length, feet,). 19. Number of crossings of highways at grade, 21. Number of crossings of highways under railroad, 22. Number of crossings at which gates or flagmen are maintained, 23. Number of crossings at which gates or flagmen are maintained, 24. Number of railroad crossings over other railroads, specifying each, 25. Number of railroad crossings over other railroads, specifying each, 26. Number of railroad crossings over other railroads, specifying each, 27. Number of railroad crossings under other railroads, specifying each, 28. Number of railroad crossings under other railroads, specifying each, 29. Number of stations, 20. Number of telegraph offices in company's stations, 21. Number of telegraph offices operated by this company, 22. Number of telegraph offices operated jointly by railroad and telegraph offices operated by this company, 29. Number of telegraph ompany, 20. Number of telegraph offices operated jointly by railroad and telegraph offices operated jointly by railroad and telegraph offices operated jointly by railroad and telegraph offices operated jointly by railroad and telegraph offices operated jointly by railroad and telegraph offices operated jointly by railroad and telegraph offices operated jointly by railroad and telegraph offices operated jointly by railroad and telegraph offices operated jointly by railroad and telegraph offices operated jointly by railroad and telegraph offices operated jointly by railroad and telegraph offices operated jointly by railroad and telegraph offices operated jointly by railroad and telegraph offices op	Length of main line of road in Massachusetts, .	2.75 miles.
12. Same in Massachusetts, 13. Aggregate length of tracks belonging to this company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel ruils in tracks belonging to this company, 16. Total length of steel-top rails in tracks belonging ing to this company, 17. Number of spans of bridges of 25 feet and upwards, 18. Number of iron bridges (aggregate length, feet,), 19. Number of crossings of highways at grade, 20. Number of crossings of highways under rail-road, 21. Number of crossings at which gates or flagmen are maintained, 22. Number of crossings at which there are neither gates nor flagmen, 23. Number of railroad crossings at grade, specifying each, 24. Number of railroad crossings under other rail-roads, specifying each, 25. Number of railroad crossings under other rail-roads, specifying each, 26. Number of railroad crossings at grade, specifying each, 27. Number of railroad crossings under other rail-roads, specifying each, 30. Number of railroad crossings under other rail-roads, specifying each, 31. Number of telegraph offices in company's stations, 42. Number of telegraph offices operated by this company, 43. Number of telegraph offices operated by this company, 44. Number of telegraph offices operated by this company, 45. Number of telegraph company, 26. Number of telegraph offices operated by this company, 46. None. None. None. None. None. None. 16. Total passenger (over part of road), 17. Number of telegraph offices operated by this company, 18. Number of telegraph offices operated by this company, 19. Number of telegraph offices operated by this company, 20. Number of telegraph offices operated by this company, 21. Total passenger mileage, or passengers carried, 22. Total passenger mileage, or passengers carried, 23. Passenger mileage to and from other roads, 24. Number of total carried, 25. Aggregate length, 26. Number of telegraph offices operated by this company, 27. Number of telegraph offices operated by this company, 28. Numbe	11. Aggregate length of sidings and other tracks	
company, computed as single track, 14. Same in Massachusetts, 15. Total length of steel ruils in tracks belonging to this company, 16. Total length of steel-top rails in tracks belonging ing to this company, 17. Number of spans of bridges of 25 feet and upwards, 18. Number of iron bridges (aggregate length, feet,), 19. Number of crossings of highways at grade, 20. Number of crossings of highways over railroad, 21. Number of crossings of highways under railroad, 22. Number of crossings at which gates or flagmen are maintained, 23. Number of railroad crossings at grade, specifying each, 24. Number of railroad crossings over other railroads, specifying each, 25. Number of railroad crossings under other railroads, specifying each, 26. Number of railroad crossings at grade, specifying each, 27. Number of railroad crossings under other railroads, specifying each, 28. Number of railroad crossings under other railroads, specifying each, 29. Number of railroad crossings under other railroads, specifying each, 20. Number of telegraph offices in company's stations, 21. Number of telegraph stations operated by this company, 22. Number of telegraph offices operated jointly by railroad and telegraph company, 29. Number of through passengers (whole length of road), 20. Number of through passengers (whole length of road), 21. Total number of passengers carried, 22. Total passenger mileage, or passengers carried, 23. Passenger mileage to and from other roads, 24. Number of tous carried, 25. Total passenger mileage, or passengers carried, 26. Number of tous carried, 27. Number of tous carried, 28. Number of tous carried, 29. Number of tous carried, 20. Number of tous carried, 20. Number of tous carried, 20. Number of tous carried, 21. Total passenger mileage, or passengers carried, 22. Total passenger mileage, or passengers carried, 23. Passenger mileage to and from other roads, 24. Number of tous carried, 25. Some in tracks belong. 25. Some in tracks belong. 26. Number of tous carried,	12. Same in Massachusetts,	2.81 miles.
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16. Total length of steel-top rails in tracks belonging to this company, 17. Number of spans of bridges of 25 feet and upwards, 18. Number of iron bridges (aggregate length, feet,), 19. Number of crossings of highways at grade, 21. Number of crossings of highways at grade, 22. Number of crossings of highways under railroad, 23. Number of crossings at which gates or flagmen are maintained, 27. Number of crossings at which gates or flagmen are maintained, 28. Number of railroad crossings over other railroad, specifying each, 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each, 31. Number of stations, 32. Same in Massachusetts, 43. Number of telegraph offices in company's stations, 44. Number of telegraph offices operated by this company, 45. Number of telegraph company, 46. Number of telegraph company, 27. Number of through passengers (whole length of road), 38. Rame in Massachusetts, 49. Number of through passengers (whole length of road), 40. Number of passengers (over part of road), 40. Number of passengers (over part of road), 41. Total number of passengers (over part of road), 42. Total passenger mileage to and from other roads, 43. Passenger mileage to and from other roads, 44. None. 45. None. 46. None. 47. Number of through passengers carried one mile, 48. Number of stations, 49. Number of through passengers carried, 49. Number of through passengers carried, 40. Number of through passengers carried, 41. Number of through passengers carried, 42. Total passenger mileage to and from other roads, 43. Number of through passengers carried, 44. Number of through passengers carried, 45. Number of through passengers carried, 46. Number of through passengers carried, 46. Number of through passengers carried, 46. Number of through passengers carried, 46. Number of through passengers carried, 46. Number of through passengers carried, 47. Number of through passengers carried, 48. Numb	15. Total length of steel rails in tracks belonging	
17. Number of spans of bridges (aggregate length, feet,), 18. Number of vooden bridges (aggregate length, feet,), 19. Number of crossings of highways at grade, 22. Number of crossings of highways over railroad, 23. Number of crossings of highways under railroad, 24. Number of crossings at which gates or flagmen are maintained, 27. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each, 29. Number of railroad crossings under other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each, 31. Number of stations, 32. Same in Massachusetts, 41. Number of telegraph offices in company's stations, 42. Number of telegraph offices operated by this company, 43. Number of telegraph offices operated by this company, 44. None. None. None. None. None. 15.460 None. 15.460 None. 15.460 None. 15.460 None. 15.460 None. 15.460	16. Total length of steel-top rails in tracks belong-	
19. Number of wooden bridges (aggregate length, feet,). 21. Number of crossings of highways at grade, 22. Number of crossings of highways under railroad, 23. Number of crossings at which gates or flagmen are maintained, 25. Number of crossings at which gates or flagmen are maintained, 26. Number of crossings at which there are neither gates nor flagmen, 26. Number of railroad crossings over other railroads specifying each, 27. Number of railroad crossings over other railroads, specifying each, 28. Number of railroad crossings under other railroads, specifying each, 29. Number of railroad crossings under other railroads, specifying each, 29. Number of telegraph offices in company's stations, 20. Number of telegraph offices operated by this company, 20. Number of telegraph offices operated by this company, 20. Number of through passengers (whole length of road), 20. Number of local passengers (over part of road), 21. Total number of passengers carried, 22. Total passenger mileage, or passengers carried one mile, 23. Passenger mileage to and from other roads, 42,710 118,192	17. Number of spans of bridges of 25 feet and upwards,	
feet,), 21. Number of crossings of highways at grade, 22. Number of crossings of highways over railroad, 23. Number of crossings at which gates or flagmen are maintained, 24. Number of crossings at which there are neither gates nor flagmen, 25. Number of railroad crossings at grade, specifying each, 26. Number of railroad crossings over other railroads, specifying each, 27. Number of railroad crossings under other railroads, specifying each, 28. Number of railroad crossings under other railroads, specifying each, 29. Number of railroad crossings under other railroads, specifying each, 30. Number of stations, 31. Same in Massachusetts, 41. Number of telegraph offices in company's stations, 42. Number of telegraph offices operated by this company, 43. Number of telegraph company, 44. None. None. None. None. None. 24. Number of telegraph offices in company's stations, 45. Number of telegraph offices operated by this company, 46. Number of tolegraph company, 47. Number of tolegraph company, 48. Number of tolegraph offices operated jointly by railroad and telegraph company, 49. Number of tolegraph offices operated jointly by railroad and telegraph company, 40. Number of tolegraph offices operated jointly by railroad and telegraph company, 49. Number of tolegraph offices operated jointly by railroad and telegraph company, 40. Number of tolegraph offices operated jointly by railroad and telegraph company, 40. Number of tolegraph offices operated jointly by railroad and telegraph company, 40. Number of tolegraph offices operated jointly by railroad co.] 41. Total passenger mileage, or passengers carried one mile, 42. Total passenger mileage, or passengers carried one mile, 43. Passenger mileage to and from other roads, 44. Number of tons carried, 45. Number of tons carried, 46. Number of tons carried, 46. Number of tons carried, 47. Number of tons carried, 48. Number of tons carried, 49. Number of tons carried, 40. Number of tons carried, 40. Number of tons carried, 40. Numbe),	
22. Number of crossings of highways over railroad, 23. Number of crossings of highways under railroad, 24. Number of crossings at which gates or flagmen are maintained, 25. Number of crossings at which there are neither gates nor flagmen, 26. Number of railroad crossings at grade, specifying each or flagmen, 27. Number of railroad crossings over other railroads, specifying each, 28. Number of railroad crossings under other railroads, specifying each, 29. Number of railroad crossings under other railroads, specifying each, 20. Number of stations, 21. Number of stations, 22. Same in Massachusetts, 23. Number of telegraph offices in company's stations, 24. Number of telegraph stations operated by this company, 25. Rolling Stock. [None.] Mileage, Traffic, &c. [As reported by the Housatonic Railroad Co.] 29. Number of through passengers (whole length of road), 20. Number of local passengers (over part of road), 21. Total number of passengers carried, 22. Total passenger mileage, or passengers carried one mile, 23. Passenger mileage to and from other roads, 24. Number of tons carried, 26. Number of tons carried, 27. Number of crossings at which there are neither 28. Number of railroad crossings at grade, specify 29. Number of telegraph offices over other railroad conductions. 20. Number of telegraph offices in company's stations, 20. Number of telegraph offices operated by this company, 20. Number of telegraph offices operated by this company, 21. Total number of passengers (whole length of road), 22. Total passenger mileage, or passengers carried one mile, 23. Passenger mileage to and from other roads, 24. Number of tons carried, 25. Number of crossings at 'grade, specify 26. None. 27. Number of telegraph offices over other railroad conductions. 28. Number of telegraph offices operated by this company. 29. Number of telegraph offices operated by this company. 20. Number of telegraph offices operated by this company. 20. Number of telegraph offices operated by this company. 21. Total number of passengers (whole le	feet.)	4
26. Number of crossings at which gates or flagmen are maintained, 27. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each, 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each, 31. Number of stations, 32. Same in Massachusetts, 41. Number of telegraph offices in company's stations, 42. Number of telegraph offices operated by this company, 43. Number of telegraph offices operated jointly by railroad and telegraph company, 44. Number of trailroad crossings under other railroads, 45. Number of telegraph offices in company's stations, 46. Number of telegraph offices operated by this company, 47. Number of telegraph offices operated jointly by railroad and telegraph company, 48. Number of telegraph offices operated jointly by railroad and telegraph company, 49. Number of telegraph offices operated jointly by railroad and telegraph company, 40. Number of telegraph offices operated jointly by railroad and telegraph company, 40. Number of telegraph offices operated jointly by railroad and telegraph company, 40. Number of telegraph offices operated jointly by railroad and telegraph company, 41. Number of telegraph offices operated jointly by railroad and telegraph company, 42. Total number of passengers (over part of road), 43. Passenger mileage to and from other roads, 44. Number of tons carried, 45. Number of telegraph offices in company's stations, 46. Number of telegraph offices in company's stations, 47. Number of telegraph offices in company's stations, 48. Number of telegraph offices in company's stations, 49. Number of telegraph offices in company's stations, 40. Number of telegraph offices in company's stations, 40. Number of telegraph offices in company's stations, 41. Number of telegraph offices in company's stations, 42. Number of telegraph offices in company's stations, 43. Number of telegraph offices in company's	22. Number of crossings of highways over railroad,	None.
are maintained, 77. Number of crossings at which there are neither gates nor flagmen, 28. Number of railroad crossings at grade, specifying each, 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each, 31. Number of stations, 32. Same in Massachusetts, 43. Number of telegraph offices in company's stations, 44. Number of telegraph offices operated by this company, 45. Number of telegraph company, 46. Rolling Stock. [None.] Mileage, Traffic, &c. [As reported by the Housatonic Railroad Co.] 9. Number of through passengers (whole length of road), 10. Number of local passengers (over part of road), 11. Total number of passengers (over part of road), 12. Total passenger mileage, or passengers carried one mile, 13. Passenger mileage to and from other roads, 14. Number of tons carried, 15,460 None.	road,	None.
gates nor flagmen, 28. Number of railroad crossings at grade, specifying each, 29. Number of railroad crossings over other railroads, specifying each, 30. Number of railroad crossings under other railroads, specifying each, 31. Number of stations, 32. Same in Massachusetts, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph offices operated jointly by railroad and telegraph company, 44. Number of through passengers (whole length of road), 15. Number of through passengers (whole length of road), 16. Number of local passengers (over part of road), 17. Total number of passengers (over part of road), 18. Total passenger mileage, or passengers carried one mile, 39. Passenger mileage to and from other roads, 40. Number of tons carried, 40. Number of tons carried, 41. Number of tons carried, 42. Total passenger mileage to and from other roads, 43. Passenger mileage to and from other roads, 44. Number of tons carried, 45. Total passenger mileage to and from other roads, 46. Number of tons carried, 46. Number of tons carried, 46. Number of tons carried,	are maintained,	None.
29. Number of railroad crossings over other rail- roads, specifying each, 30. Number of railroad crossings under other rail- roads, specifying each, 31. Number of stations, 32. Same in Massachusetts, 43. Number of telegraph offices in company's stations, 44. Number of telegraph stations operated by this company, 45. Number of telegraph offices operated jointly by railroad and telegraph company, 46. [None.] Mileage, Traffic, &c. [As reported by the Housatonic Railroad Co.] 9. Number of through passengers (whole length of road), 10. Number of local passengers (over part of road), 11. Total number of passengers (over part of road), 12. Total passenger mileage, or passengers carried one mile, 13. Passenger mileage to and from other roads, 14. Number of tons carried, 15.460 15.460 16.380		4
30. Number of railroad crossings under other railroads, specifying each,	29. Number of railroad crossings over other rail-	•
37. Number of stations, 38. Same in Massachusetts, 41. Number of telegraph offices in company's stations, 42. Number of telegraph stations operated by this company, 43. Number of telegraph offices operated jointly by railroad and telegraph company, 44. Number of telegraph offices operated jointly by railroad and telegraph company, 45. Rolling Stock. [None.] Mileage, Traffic, &c. [As reported by the Housatonic Railroad Co.] 9. Number of through passengers (whole length of road), 10. Number of local passengers (over part of road), 11. Total number of passengers carried, 12. Total passenger mileage, or passengers carried one mile, 13. Passenger mileage to and from other roads, 14. Number of tons carried, 15.460	30. Number of railroad crossings under other rail-	
41. Number of telegraph offices in company's stations,	37. Number of stations,	2
42. Number of telegraph stations operated by this company, 43. Number of telegraph offices operated jointly by railroad and telegraph company, Rolling Stock. [None.] Mileage, Traffic, &c. [As reported by the Housatonic Railroad Co.] 9. Number of through passengers (whole length of road), 10. Number of local passengers (over part of road), 11. Total number of passengers carried, 12. Total passenger mileage, or passengers carried one mile, 13. Passenger mileage to and from other roads, 14. Number of tons carried, 15,460 16,380	41. Number of telegraph offices in company's sta-	
Rolling Stock. [None.] Mileage, Traffic, &c. [As reported by the Housatonic Railroad Co.] 9. Number of through passengers (whole length of road), 10. Number of local passengers (over part of road), 11. Total number of passengers carried, 12. Total passenger mileage, or passengers carried one mile, 13. Passenger mileage to and from other roads, 14. Number of tons carried, 15,460 15,460 16,380	42. Number of telegraph stations operated by this	
[None.] Mileage, Traffic, &c. [As reported by the Housatonic Railroad Co.] 9. Number of through passengers (whole length of road),	43. Number of telegraph offices operated jointly by railroad and telegraph company,	2
Mileage, Traffic, &c. [As reported by the Housatonic Railroad Co.] 9. Number of through passengers (whole length of road), 10. Number of local passengers (over part of road), 11. Total number of passengers carried, 12. Total passenger mileage, or passengers carried one mile, 13. Passenger mileage to and from other roads, 14. Number of tons carried, 15,460 16,380	Rolling Stock.	`
[As reported by the Housatonic Railroad Co.] 9. Number of through passengers (whole length of road), 10. Number of local passengers (over part of road), 11. Total number of passengers carried, 12. Total passenger mileage, or passengers carried one mile, 13. Passenger mileage to and from other roads, 14. Number of tons carried, 15,460 16,380	· [None.]	
9. Number of through passengers (whole length of road),	Mileage, Traffic, &c.	
10. Number of local passengers (over part of road), 11. Total number of passengers carried, 12. Total passenger mileage, or passengers carried one mile, 13. Passenger mileage to and from other roads, 14. Number of tons carried, 14. Number of tons carried, 15. 16. 17. 18. 192	9. Number of through passengers (whole length	47.44
12. 10th passenger mileage, or passengers carried one mile,	10. Number of local passengers (over part of road).	None.
3. Passenger mileage to and from other roads,	12. Total passenger mileage, or passengers carried	
5. Total freight mileage, or tons carried one mile, 354,576	13. Passenger mileage to and from other roads,	42,710
	5. Total freight mileage, or tons carried one mile,	

^{*} Length in all cases to be given in miles and decimals. 55

6. Freight mileage to and from other roads,	354,576	
7. Highest rate of fare per mile, for any distance	3.33 cents.	
8. Lowest rate of fare per mile, for any distance,	O manda	
9. Average rate of fare per mile (not including season tickets) received from passengers on	3 cents.	
roads operated by this company,		-
passengers to and from other roads,"	2 cents.	
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,†		
22. Average rate of fare per mile for all passengers,	3 cents.	-
23. Highest rate of freight per ton per mile, for	0.0	
any distance,	20 cents.	
distance,	1.60 cents.	
* After deducting all allowances for tolls, or use of cars, &c. † If season or commutation tickets are sold on a basis of less	than one round trip	per day, give
he rate on such basis.	1	
he rate on such basis. Classification of Business.		
he rate on such basis.		
the rate on such basis. Classification of Business.	:::	6,920 8,531

Note.—The directors desire to state, in explanation of the foregoing return, the facts stated in former returns, that this road is under perpetual lease to the Boston & Albany Railroad Company, and the Berkshire Railroad Company (represented by the Housatonic Railroad Company), who keep the road and buildings in repair, and this corporation has no equipment or rolling stock whatever. The particulars required by the return in relation to operating expenses, repairs, mileage, traffic, &c., are supposed by us to be included in part in the general return of the Boston & Albany Railroad Company, and we return in this report such facts as are reported to us by the Housatonic Railroad Company, and have no means of making a fuller or more complete return.

* Apply only to roads crossing the State line.

The Housatonic Railroad Company also return to us, under the head of "Revenue for the Year," p. 6 of the return:—

1, 2, 3, collectively. Receipts from passe	enge	rs,			\$ 5,527 00
4. Receipts for express,					157 82
5. Receipts for mails,					238 10
7. 8. 9. collectively. Receipts for freight				:	10.607 76

which we have not set down in the return, because these receipts constitute no part of the revenue of this corporation.

> GEO. H. POWER, HENRY W. TAFT, GEO. W. KNIFFIN,

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. October 30, 1874. Then personally appeared Henry W. Taft, above named, and made oath to the truth of the foregoing statement by him subscribed. Before me,

H. J. DUNHAM, Justice of the Peace.

STATE OF NEW YORK.

COLUMBIA COUNTY, ss. On the 31st day of October, 1874, before me personally appeared George H. Power, above named, and made oath to the truth of the foregoing statement by him subscribed.

A. FRANK B. CHACE, Commissioner of Deeds, Hudson, Columbia County, N. Y.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. November 3, 1874. Then personally appeared George W. Kniffin, and made oath to the truth of the foregoing statement by him subscribed.

WM. C. SPAULDING. Justice of the Peace.

Name and Residence of Officers.

Geo. H. Power, President, Hudson, New York; Henry W. Taft, Clerk and Treasurer, Pittsfield.

Directors.—Geo. H. Power, Hudson, N. Y.; Henry W. Taft, Pittsfield; George W. Kniffin, West Stockbridge; Chester W. Chapin, Springfield; William Bliss, Boston.

Proper Address for the Company.

HENRY W. TAFT, Treasurer, PITTSFIELD, MASS.

OF THE

WORCESTER & NASHUA RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

· Capital Stock, Debts, &c.		
CAPITAL STOCK.	Constant	
1. Capital stock authorized by charter,	\$2,100,000	
2. Capital stock authorized by votes of company,	1,789,800	00
 Capital stock issued (number of shares, 17,898), amount paid in, 	1,789,800	00
4. Capital stock paid in on shares not issued,	Washing.	
(number shares, none),	Nothing.	\$1,789,800 0
6. Capital stock paid in per mile of road owned		61,100,000 0
by company,	39,172	69
7. Capital stock paid in, proportion for Massa-		70
chusetts,*	1,530,085	27
8. Capital stock, number of shares issued not		
entitled to dividends,	None.	
9. Par value of shares, \$100; (the average price		
at which shares were sold, \$85.30).	956	
10. Number of stockholders,	1,577,200	00
12. Number of stockholders in Massachusetts,	810	00
DEBT.		
13. Funded debt, as follows:—		
Bonds due January 1, 1881, rate of interest, 7	125,000	00
per cent., Bonds due January 1, 1881, rate of interest, 6	123,000	00
per cent.	75,000	00
per cent., Bonds due May 1, 1887, rate of interest, 6 per	10,000	
cent.,	150,000	00
Bonds due April 1, 1893, rate of interest, 7 per		
cent.,	250,000	
14. Total amount of funded debt,		\$600,000 0
15. Unfunded debt, incurred for construction, equipment or purchase of property, t	77,915	60
16. Unfunded debt incurred for any other purpose,	11,010	03
and for what [for stock in the Nashua &		
Rochester Railroad, and to aid in the con-		
struction of said road],	376,822	
17. Other debts,—current credit balances, &c	28,463	
18. Total debt liabilities,		1,083,201 5

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

19. Amount of debt liabilities after deducting cash,	
sinking funds in hauds of trustees, and such	
securities and debit balances as do not repre-	
sent permanent investments,	\$666,283 01
20. Proportion of same for Massachusetts,*	569,600 26
21. Proportion of same per mile of road,	14,582 70
22. Contingent liabilities as guarantor of bonds or	
debts of other corporations, specifying same:	i
Nashua & Rochester Railroad bonds, secured	005 000 00
by a first mortgage on the road,	225,800 00
CASH REALIZED, &C.	
23. Total cash realized from capital and debt in- curred for construction, equipment, &c. [in-	ľ
cluding viaduct in Worcester],	\$2,204,750 69
24. Total amount of income which has been ex-	V ., 00 2,000 0.
pended (in addition to funds derived from	
capital and debts) in construction, equip-	
ment and purchase of property,	262,965 00
25. TOTAL MEANS APPLIED TO CONSTRUCTION,	0.400 847 0
EQUIPMENT AND PURCHASE OF PROPERTY, 26. Proportion of above for Massachusetts,*	2,467,715 69 2,109,629 42
zo. Proportion of above for Massachusetts,	2,109,029 42
Cost of Road, Equipment and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY	
COMPANY. 1. Grading and masonry,	\$745,495 98
2. Bridging,	25,260 41
3. Superstructure, including rails,	695,005 21
4. Land, land damages and fences,	249,032 26
5. Passenger and freight stations, wood-sheds and	• ′
water stations,	94,596 53
6. Engine-houses, car-sheds and turn-tables,	37,785 57
7. Machine shops,	16,000 21
8. Interest paid during construction, discount,	110 574 70
9. Engineering, agencies, salaries and other ex-	113,574 73
5. Ingineering, agencies, salaries and other ex-	
	73 419 18
penses during construction,	73,412 18 \$2,050,163 08
penses during construction,	73,412 18 \$2,050,163 08
penses during construction, 1). Total expended for construction, 11. Average cost of construction per mile of road built by company,	
penses during construction, 1). Total expended for construction, 11. Average cost of construction per mile of road built by company,	\$2,050,163 08
penses during construction, 10. Total expended for construction, 11. Average cost of construction per mile of road built by company, 12. Same per mile of single track built by company, not including sidings [as near as can	\$2,050,163 08 44,871 16
penses during construction, 1. Total expended for construction, 1. Average cost of construction per mile of road built by company, 1. Same per mile of single track built by company, not including sidings [as near as can be ascertained],	\$2,050,163 08
penses during construction, 17. Total expended for construction, 18. Average cost of construction per mile of road built by company, 19. Same per mile of single track built by company, not including sidings [as near as can be ascertained], 13. Proportion of cost of construction for Massa-	\$2,050,163 08 44,871 16 32,792 11
penses during construction, 1. Total expended for construction, 1. Average cost of construction per mile of road built by company, 12. Same per mile of single track built by company, not including sidings [as near as can be ascertained],	\$2,050,163 08 44,871 16
penses during construction, 10. Total expended for construction, 11. Average cost of construction per mile of road built by company, 12. Same per mile of single track built by company, not including sidings [as near as can be ascertained], 13. Proportion of cost of construction for Massachusetts,* EQUIPMENT.	\$2,050,163 08 44,871 16 32,792 11 a 1,781,081 21
penses during construction, 10. Total expended for construction, 11. Average cost of construction per mile of road built by company, 12. Same per mile of single track built by company, not including sidings [as near as can be ascertained], 13. Proportion of cost of construction for Massachusetts,* EQUIPMENT. 14. Locomotives (number, 21),	\$2,050,163 08 44,871 16 32,792 11 a1,781,081 21 143,664 82
penses during construction, 17. Total expended for construction, 18. Average cost of construction per mile of road built by company, 19. Same per mile of single track built by company, not including sidings [as near as can be ascertained], 13. Proportion of cost of construction for Massachusetts,* EQUIPMENT. 14. Locomotives (number, 21), 15. Snow-plows on wheels (number, 3),	\$2,050,163 08 44,871 16 32,792 11 a 1,781,081 21
penses during construction, 17. Total expended for construction, 18. Average cost of construction per mile of road built by company, 19. Same per mile of single track built by company, not including sidings [as near as can be ascertained], 13. Proportion of cost of construction for Massachusetts,* EQUIPMENT. 14. Locomotives (number, 21), 15. Snow-plows on wheels (number, 3), 16. Passenger, mail and baggage cars, (number,	\$2,050,163 08 44,871 16 32,792 11 a1,781,081 21 143,664 82 1,200 00
penses during construction, 10. Total expended for construction, 11. Average cost of construction per mile of road built by company, 12. Same per mile of single track built by company, not including sidings [as near as can be ascertained], 13. Proportion of cost of construction for Massachusetts,* EQUIPMENT. 14. Locomotives (number, 21), 15. Snow-plows on wheels (number, 3), 16. Passenger, mail and baggage cars, (number, 27),	\$2,050,163 08 44,871 16 32,792 11 a1,781,081 21 143,664 82 1,200 00 83,047 16
penses during construction, 10. Total expended for construction, 11. Average cost of construction per mile of road built by company, 12. Same per mile of single track built by company, not including sidings [as near as can be ascertained], 13. Proportion of cost of construction for Massachusetts,* EQUIPMENT. 14. Locomotives (number, 21), 15. Snow-plows on wheels (number, 3), 16. Passenger, mail and baggage cars, (number, 27), 17. Freight and other cars (number, 367\frac{1}{4}),	\$2,050,163 08 44,871 16 32,792 11 a1,781,081 21 143,664 82 1,200 00 83,047 16 146,221 31
penses during construction, 10. Total expended for construction, 11. Average cost of construction per mile of road built by company, 12. Same per mile of single track built by company, not including sidings [as near as can be ascertained], 13. Proportion of cost of construction for Massachusetts,* EQUIPMENT. 14. Locomotives (number, 21), 15. Snow-plows on wheels (number, 3), 16. Passenger, mail and baggage cars, (number, 27). 17. Freight and other cars (number, 367½), 18. Machinery and tools,	\$2,050,163 08 44,871 16 32,792 11 a1,781,081 21 143,664 82 1,200 00 83,047 16 146,221 31 15,000 00
penses during construction, 17. Total expended for construction, 18. Average cost of construction per mile of road built by company, 19. Same per mile of single track built by company, not including sidings [as near as can be ascertained], 13. Proportion of cost of construction for Massachusetts,* EQUIPMENT. 14. Locomotives (number, 21), 15. Snow-plows on wheels (number, 3), 16. Passenger, mail and baggage cars, (number, 27), 17. Freight and other cars (number, 367½), 18. Machinery and tools, 19. Total for equipment,	\$2,050,163 08 44,871 16 32,792 11 a1,781,081 21 143,664 82 1,200 00 83,047 16 146,221 31
penses during construction, 17. Total expended for construction, 18. Average cost of construction per mile of road built by company, 19. Same per mile of single track built by company, not including sidings [as near as can be ascertained], 13. Proportion of cost of construction for Massachusetts,*. EQUIPMENT. 14. Locomotives (number, 21), 15. Snow-plows on wheels (number, 3), 16. Passenger, mail and baggage cars, (number, 27), 17. Freight and other cars (number, 307½),	\$2,050,163 08 44,871 16 32,792 11 a1,781,081 21 143,664 82 1,200 00 83,047 16 146,221 31 15,000 00

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.
a Including \$28,413.92 for viaduct at Worcester.

=				_	=
	COPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS. Stock of Nashua & Rochester Railroad, 2,000	Top.			
	shares, purchased for	\$20	0,000	00	
29.	Other property purchased :-		0.110	00	
30	Paid on account of viaduct in Worcester,	2	8,413	\$228,413	OK
31.	Total property purchased, Property in Massachusetts (including propor-			9000,410	
	tion of equipment),	2,10	9,629	42	
12.	WHOLE AMOUNT OF PERMANENT INVEST-	0.00	~ ~ 10	on	
33.	Proportion for Massachusetts,		7,710 9,629		
	TOTAL PROPERTY AND ASSETS OF THE COMPANY,	-120	1040	3,158,456	8
35.	Amount of sinking and contingent funds, and			of contact	
	their purpose,	Noth	mg.		
	Expenditures Charged to Capital Account during the	Year			
i.	Main line, extension or alteration of road,			Nothing.	
	Branches, extension or alteration of road, specify	ing e	each,	Nothing.	
	Double track extension,			\$48,342	1
	Land, Passenger and freight stations, wood-sheds and	1	otor.	4,410	3
	stations		ater-	752	1
6.	Engine-houses, car-sheds and turn-tables,			2,759	8
7.	New locomotives,			38,000	0
8.	New snow-plows,			Nothing.	
0.	New passenger cars,		*	20,000 5,000	
100	New freight cars		1	Nothing.	
2.	Machine-shops, machinery and tools,			Nothing.	
3.	Machine-shops, machinery and tools, Purchase of other roads, specifying what,			Nothing.	
4.	Subscriptions or loans to other roads, specifying wl Nashua & Rochester Railroad stock,a	1at,-	-	200,000	O
5.	Any other expenditures charged to capital account ing same:—	, spe	cify-		
	For engineering,			69	
6.	TOTAL,			28,413 347,747	8
7.	Property sold and credited capital account, Net addition to capital account for the year,			Nothing.	
8.	Net addition to capital account for the year,			347,747	8
	Revenue for the Year.		1		
1.	Receipts from local passengers on roads operated	by	this	10000	
	company,	*		\$93,585	5
2,	Receipts from passengers from and to other roads or operated by this company,	verre	onas	86,981	21
3.	Receipts from passengers over other roads as tolls, of	r for	use		
	of cars of this company,		100	Nothing.	
4.	Receipts for express,		9	9,800 5,030	
6.	Total receipts from passenger department.			195,397	
7.	Receipts for mails, Total receipts from passenger department, Receipts from local freight on roads operated by t	his e	om-		
	pany,			71,127	28
8.	Receipts from freight from and to other roads ov	er re	ands	999 915	195
)	operated by this company, . Receipts from freight over other roads as tolls, or f	or ne	o of	228,215	s.h.
	cars of this company,		V.	15,919	37
0.	Total receipts from freight department,			315,262	
1.	Receipts as rents for use of road and equipmen	it, w	hen	North form	
9	leased,			Nothing. 510,659	90
**	A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR			O'EUYUUU	100

44.400.00	
13. Per mile of road operated, \$11,176 62 14. Per mile of road operated,—computed as single	
14. Per mile of road operated,—computed as single	
track, not including sidings, 8,151 95	
15. Per train mile,	
16. Proportion for Massachusetts,	
for use of tracks, &c.],	\$ 5,400 00
18. Income from rent of property other than road and equip-	5,108 52
ment, specifying same,	0,100 00
19. Income from all other sources (including accretions from	
sinking funds, investments in stocks, bonds, steamboat	
property, transportation lines, &c., specifying same :-	
Income for use of engines, cars and steam-shovel used by	
contractors in the construction of the Nashua & Roches-	
ter Railroad,	18,378 00
Income from Sunday milk train,	350 00
20. Total income,	539,896 51
21. Percentage of income to capital stock and debt, . 21.98	
22. Percentage to means applied to construction, equip-	
ment, &c.,	
Bonance of Occasion the Book for the Year	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating	
expenses).	Ann 150 of
1. Repairs of road, exclusive of bridges and new rails,*	\$37,156 85
2. New iron rails, deducting old rails sold, (number of miles,	00 440 40
54, weight per yard, 56 to 57 lbs.),*	29,440 40
3. Steel rails, deducting old rails sold, (number of miles, weight per yard),	_
4. Repairs of bridges,	2,773 37
5. Repairs of buildings and fixtures (station),	12,681 46
6. Repairs of and additions to machine-shops and machinery,	3,125 50
7. Repairs of fences, road crossings and signs,	1,227 72
8. TOTAL,	86,405 30
9. Proportion of same to passenger department, † \$33,067 31	•
10. Proportion of same to freight department, † . 53,337 99	
11. Of the above total there was expended for other than ordi-	
nary repairs,	Nothing.
Craca O Committee Committee	
CLASS 2.—General Traffic Expenses.	20 490 74
 Taxes, State and local, General salaries, office expenses and miscellaneous, not em- 	32,480 74
braced in Classes 3 and 4,	20,129 25
3. Insurance premiums and losses by fire and damages for fires	20,120 20
set by engines,	6,306 31
4. Repairs of locomotives,	22,295 03
5. Repairs of snow-plows,	Nothing.
6. New locomotives (charged to operating expenses),	None.
7. New snow-plows (charged to operating expenses),	None.
8. Removing ice and snow,	2,978 01
9. Fuel—291 cords of wood, cost \$1,746.00; 6,547 tons of coal,	
cost \$54,916.84,	56,662 84
10. Water,	128 75
11. Oil and waste,	3,183 23
12. Switchmen, watchmen, flag and signal men,	3,388 23
13. Telegraph expenses,	Nothing.
15. Proportion belonging to passenger department, † \$56,468 30	147,552 39
16. Proportion belonging to freight department, † 91,084 09	
25. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	
CLASS 3.—Passenger-Train Expenses.	
1. Repairs of passenger, mail and baggage cars,	13,163 92
	l

^{*} Including labor and materials in new sidings.
† Computed on gross receipts from passenger and freight departments.

2. New passenger, mail and baggage cars (charged to operat-	
	None.
ing expenses),	Nothing.
4. Salaries, wages and incidentals of passenger department, .	\$32,907 70
5. Amount paid other corporations or individuals not operating	
roads, for use of passenger cars, and repairs of same," .	Nothing.
6. TOTAL,	46,071 62
Or son A Budaht Tunin Pananan	
Class 4.—Freight-Train Expenses.	20,000 00
Repairs of freight cars, New freight cars charged to operating expenses,	28,669 32
3. Damages and gratuities, freight,	None. 370 37
4. Salaries, wages and incidentals of freight department,	59,952 60
5. Paid corporations or individuals not operating roads for use	00,000 00
of freight cars,	Nothing.
6. Total,	88,992 29
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN	cojeva ac
CLASSES 1, 2, 3, 4,	369,021 60
8. Per mile of the road operated, \$8,076 64	2001/1000 000
9. Per mile of single track operated, not includ-	
ing sidings, 5,900 86	
0. Per train mile, 1.112	
0. Per train mile, 1.112 1. Proportion for Massachusetts, 315,473 56 2. Percentage of expenses to income 68 35	
2. Percentage of expenses to income,	
- Dath annual address of	
Net Income, Dividends, &c.	
1. Total net income above operating expenses, , .	\$170,874 91
2. Amount paid other companies as rent for use of road, speci-	drinkora at
fying each company, the amount, and basis on which rent	
is computed,	Nothing.
3. Net income above expenses,	170,874 91
4. Percentage of same to capital stock and debt 6.96	
5. Percentage to total means applied to construction,	
equipment, &c., 6.41	
6. Paid for interest,	31,270 35
7. Dividends declared, 10 per cent. for the year, amount,	174,825 00-
8. Date of last dividend declared,	July 1, 1874.
9. Balance for the year, or deficit,	35,220 44
8. Date of last dividend declared,	320,675 75
1. TOTAL SURPLUS.	285,455 31
2. Paid to sinking funds in hands of trustees,	Nothing.
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. Total receipts from Passenger Department, as per "Rev-	Area and an
enue for the Year," No. 6,	\$195,397 99
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	99 now 94
4. Expenses, proportion of "General Traffic Expenses," as per	33,067 31
Class 2, No. 15,	ER 400 00
5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	56,468 30
6. Total expenses,	46,071 62 135,607 23
7. (Total expenses per train mile, \$1.249.)	100,007 23
8. NET EARNINGS,	59,790 76
9. (Net earnings per train mile, \$0.551.)	00,700 70
y. (Net carnings per train mile, \$0.551.)	

^{*} As the Pullman, Wagner or other drawing-room and sleeping-cars.

a During the year \$16,635.00 premium on stock was received, and this amount transferred to surplus of 1873; \$304,040.75 + \$16,635.00 = \$320,675.75.

Receipts, Expense	s, Net	t Ea	rning	s, &c	s., of	Freig	ght D	epartı	nent		
1. TOTAL RECEIPT for the Year, 2. (Total receipts	," No. per tr	10, ain	mile	. 8 1.4	432.)	•	•	•	•	•	\$ 315,262 (
3. Expenses, propas per Class 4. Expenses, propClass 2, No. 25	artian	n of '	" Mai	inten	ance	of Wa	y and	d Buil	ding •	8,"	\$ 53,3 37 \$
4. Expenses, prop	ortion	ı of	: " Ge	enera	l Tre	iffic I	Expe	1868,"	as p	er	04 0 14 4
5. Expenses, "Fra	10, eiah <i>t-1</i>	r. Trai	Fr:		.,,	·	ciae	N	. e	•	91,084 (83,992 S
6. Total expensi	AYAL-1 ES.		. 1321	re noce	o, a	a ber	Cias		o. o,		233,414
7. (Total expenses 8. NET EARNINGS,	per t			•) .					81,847
9. (Net earnings p	er tra	in r	nile,	\$ 0.37	72.) 						
General Bal	ance i	Shee	t at	Closi	ng of	Acco	unts,	Septe	mbe	r 30	, 187 4 .
					Dr.		·	_			•
Cost of road and eq	uipme	ent,						•			\$ 2,439,296 3
Viaduct in Worcest	er,	•					•				28,413 9
daterials for operat	ting t	he r	oad,								73,828 0
Sashua & Rocheste	r Rail	lroa	d sto	ck,							200,000 0
Cash, bills receivab	le, an	d ac	ccoun	ts re	elied	upon	to p	ay de	bts,		414,035 4
Norwich & New Yo	rk Tr	ans	porta	tion	Con	pany	, . ·	•			778 7
ancaster Railroad	Comp	pany	у, .	•	•	•	•	•	•	•	2,104 3
											\$3,158,456 Ś
					Cr.			•			
Capital stock, .	•	•	•	•	•	•	• 1	81,789	•		
Bonds payable, .	•	•	•	•	•	•	•		,000		
lotes payable, .	.•	٠	• • •	٠.	•	•	•		,738		
undry accounts an	d unp	paid	divi	dend	8, .	•	•		,463		
Reserved income,	•	•	•	•	•	•	•	285	,455	31	\$3,158,456 8
								•	-		
Des 1. Date when the	criptio				ther	of w	ore				
opened for pu	ıblic u	18e,-	_			. 02 "					
From Worceste	r to G	rote	ու Ju	ncti	on,		•	July	у,	1848	3.
From Worcester 2. Length of main to Nashua,*	line o	asn of r	ua, oad f	rom	wor	ceste	r to		. 18, 9 m		5.
Length of main	line o	of r	oad i	n M	assa	chuse	tts.	39.0			
In other States	[New	Ha	mpsl	ire]	, .				3 m		
	with	trac	k la	id, i	f roa	d is	not				
3. Length of line	_	ok o	n ma	in li	no.	•	•	Not			
3. Length of line completed, .	la tro	()	, ii 1118	TH II	110,	•		16.8 Non		169.	
 Length of line completed,. Length of doub! 	le trac)1111	anv		-						
3. Length of line completed,. 4. Length of doub 5. Branches owned	by co	omb	any, aging	to t	his c	ompa	ny,				45.69 miles.
3. Length of line completed,. Length of doub! 5. Branches owned 0. Total length of 1 1. Aggregate lengt	l by co road b h-of	omp elor sidi	nging ngs :	to t	his co	ompa r tra	ny, cks				45.69 miles.
3. Length of line completed, . 4. Length of doubles. Branches owned 0. Total length of 1. Aggregate lengt not above em	l by co road b h-of imera	omp elor sidi ted,	nging ngs :	to ti and	his co	ompa r tra	ny, cks	16 n	niles		45.69 miles.
3. Length of line completed, . 4. Length of doubles. Branches owned 0. Total length of 1. Aggregate lengt	l by co road b h of imera husett	omp elor sidi ted, s,	nging ngs : , .	and :	othe	r tra	cks	16 n 11.7	niles		45.69 miles.

[•] Length in all cases to be given in miles and decimals. 56

	On 11
14. Same in Massachusetts, 15. Total length of steel rails in tracks belonging	67.14 miles.
to this company,	1 mile.
(Weights per yard, 56 lbs.)	
16. Total length of steel-top rails in tracks belong-	37
ing to this company,	None.
17. Number of spans of bridges of 25 feet and up-	
wards,	5
18. Number of iron bridges (ag. length, ft.,),	None
19. Number of wooden bridges (aggregate length,	21.040
feet, 449),	
20. Bridges built within the year,	None.
21. Number of crossings of highways at grade, .	55
22. Number of crossings of highways over railroad,	6
23. Number of crossings of highways under railroad,	8
24. Number of highway bridges 18 feet above track,	4
25. Number of highway bridges less than 18 feet	
above track,	4
26. Number of crossings at which gates or flagmen	15
are maintained,	15
27. Number of crossings at which there are neither	40
gates nor flagmen,	40
ing each,	5
Boston & Albany, and Boston, Barre & Gard-	
ner, in Worcester; Fitchburg, and Peterboro',	
& Shirley at Ayer Junction; and the Nashua	
& Lowell in Nashua.	
29. Number of railroad crossings over other railroads,	
specifying each,	None.
30. Number of railroad crossings under other rail-	CONTRACT
roads, specifying each,	None.
ROADS BELONGING TO OTHER COMPANIES, OPER-	
ATED BY THIS COMPANY UNDER LEASE OR CON-	
TRACT.	
[None.]	
35. Total miles of road operated by this company,	45,69
36. Total miles of road operated by this company	57101
in Massachusetts,	39.6
37. Number of stations on all roads operated by	
this company,	14
38. Same in Massachusetts,	12
39. Miles of telegraph on line of road operated by	72000
this company,	45.69
40. Miles of telegraph owned by this company,	None.
41. Number of telegraph offices in company's sta-	10
tions,	10
42. Number of telegraph stations operated by this	
company,	4
43 Number of telegraph stations operated inintly	
43. Number of telegraph stations operated jointly by railroad and telegraph company,	6

Rolling Stock.

		Total number.	Value.	Per mile road operated.
1.	Locomotives (average weight of engines in working order, 27\(\frac{1}{2}\) tons),	21	\$133,038 00	.46
2.	Tenders (average weight of tenders full of fuel and water, 164 tons), Tenders (maximum weight of tenders full of	()		
	fuel and water, 19 tons),	22	30,462 00	48
	Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 42 feet.			
4.	Total length of heaviest engine and tender over all, 52 feet.			
	Snow-plows (average weight, 7,000 lbs.), Passenger cars (average weight, 34,000 lbs.),	3 20	1,200 00 82,146 00	.066 .43
7.	Mail and baggage cars (av. weight, 30,000 lbs.),	7	17,500 00	.15
8.	8-wheel box freight cars (av. weight, 16.400 lbs.),	197	117,600 00	4.312
9. 10	4-wheel box freight cars (av. weight, 8,200 tons),.	100	14,350 00 50,000 00	.897 2.189
11.	8-wheel platform cars (av. weight, 15,500 lbs.), 4-wheel platform cars (av. weight, tons),	None.	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
12.	Other cars (coal, gravel, &c.), av. weight, lbs.,	100	25,000 00	2.189
13.	Total value,		\$471,29 6 00	
	Total freight cars, including coal, &c., on a basis of 8 wheels,	3671	-	8.043
19.	Number of locomotives equipped with train brakes, (Kind of brake, Stinner's steam.)	1	-	-
	Number of cars equipped with train brakes, . (Kind of brake, Stinner's steam.)	3		-
17.	Number of passenger cars with Miller platform and buffer,	17		-
	Mileage, Traffic, &c.			
	Miles run by passenger trains,		108,565	
	Rate of speed of express passenger trains, including stops, Rate of speed of accommodation trains, in-	30 miles per hour. 23 miles per hour. 216,392		
4.	cluding stops,			
	Rate of speed of express freight trains, includ- ing stops.	15 m	iles per hour	•
	Rate of speed of accommodation freight trains, including stops,	10 m	iles per hour	
8.	poses [repairs of road and removing snow], . Total train miles run,		3,814	328,771
9.	Number of through passengers (whole length of road),		40,552	

10. Number of local passengers (over part of road), 11. Total number of passengers carried,	318,864	359,416
12. Total passenger mileage, or passengers carried one mile.		5,693,820
one unite, 13. Passenger mileage to and from other roads, 14. Number of tons carried.	2,770,309 335,813	0,000,000
15. Total freight mileage, or tons carried one mile, 16. Freight mileage to and from other roads,	8,196,191	9,766,901
17. Highest rate of fare per mile, for any distance, 18. Lowest rate of fare per mile, for any distance	7.5 cents.	
(single fare),	1.5 cents.	
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	3.111 cents.	
passengers to and from other roads,"	3.139 cents.	
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,†	.975 cent.	
22. Average rate of fare per mile for all passengers,	3.171 cents.	
23. Highest rate of freight per ton per mile, for any distance,	6.857 cents.	
24. Lowest rate of freight per ton per mile, for any distance,	1.492 cents.	
25. Average rate of freight per ton per mile on roads operated by this company,	3.065 cents.	
26. Average rate of freight per ton per mile to and from other roads,	2.863 cents.	
27. Average number of cars in passenger trains, including baggage cars,	6	
28. Average number of cars in freight trains (basis)	20	
of 8 wheels),	120	
clusive of passengers,	139 tons.	
locomotive and tender, in working order, ex- clusive of freight,	217 tons.	
31. Number of persons regularly employed by com- pany, including officials,	About 260.	

* After reducting all allowances for tolls or use of cars, &c.
† If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

Classification of Business.	
Passengers.	`
1. Passengers coming from other States,*	39,129
2. Passengers going to other States,*	34,385
A Total sassan-ticket passangers (round trin)	285,902 34,400
4. Total season-tieket passengers (found trip),	34,400

^{*} Apply only to roads crossing the State line.

	F	'REI	GHT.	IN	Tons.
--	---	------	------	----	-------

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal,	9,360	5,679	3,521	_	
2. Bituminous coal,	197	2,713	650	- 1	_
3. Petroleum.	51	56	60	_	_
4. Railroad iron, including steel			1		
and steel-capped rails, .	1,010	4,027	4,320	i - 1	_
5. Castings and other iron,	959	2,672	6,987	- 1	_
6. Other metals,	11	29	18		
7. Iron and other ores,	253	i -	60	-	
8. Stone and brick,	5,971	621	5,481	-	_
9. Lime, cement and sand, .	411	151	590	-	_
10. Lumber,	29,379	2,371	5,271	-	_
11. Ice,	-	' -	1,353	-	-
12. Live stock,	1,927	700	470	-	_
13. Dressed carcasses, smoked					
and salted meats,	-	32	89	-	_
14. Flour,	7,277	4,191	2,917	-	-
15. Grain,	45,178	6,152	6,888	-	-
Other agricultural products, .	9,751	1,414	1,298	-	_
17. Manufactures not included				1	
above,*	6,748	40,440	18,879	-	-
18. Merchandise,	27,651	29 568	80,111	- 1	-
19. Other articles,	-	_		-	-
20. Total tons carried,	146,134	100,816	88,863	_	

^{*} Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandles of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

List of Accidents in Massachusetts.

				ses beyond n Control.	FROM THEIR DUCT OR C.	TOTAL.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			_	-	-	-	_	_
Employés, .			-	-	3	-	3	-
Others, .	•	•	-	-	2	-	2	-

Statement of Each Accident.

September 24, 1873.—Daniel Slattery, while walking on the track about one and a half miles south of Groton depot, was struck by the engine of our 4.35 P. M. passenger train from Worcester, and killed instantly. The whistle was sounded, and everything done that could be to attract his attention, but without effect. He was a man who was very frequently intoxicated, and it is supposed he was intoxicated at this time.

March 23, 1874.—The body of a man was found on the track near Groton depot, supposed to have been run over and killed by our night freight train.

March 30.—James Thompson, switchman in our freight yard for the past ten years or more, was run over and instantly killed by a switching train while he was on duty. No one saw Thompson at the time of the accident. He was

seen a few moments before, standing upon the track over which the train passed.

June 17.—William Burrows, alias Charles Bromwell, was killed at Central Street Crossing, Worcester, by coming in contact with a train of passenger cars as they were being run over the street in the act of making up the train. Full particulars of the accident have been given the Board of Railroad Commissioners, requiring more space than given here.

August 29.—William Murphy, flagman at Exchange Street, Worcester, was run over by a switching train and instantly killed. No one saw him at the moment of the accident; but, from the circumstances shown at a coroner's inquest, it is supposed Murphy was in the act of getting upon the engine and fell under it, the wheels passing entirely over his body. This accident occurred in the railroad yard, and not upon any highway or street.

No passenger has been injured on this road during the past year.

F. H. KINNICUTT,
S. SALISBURY,
F. H. DEWEY,
THOS. CHASE,
J. EDWIN SMITH,
C. B. HILL,
ISAAC DAVIS,
J. FISHER,
ALEX. H. BULLOCK,

Directors of the Worcester & Nashua Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

Worcester, ss. November 2, 1874. Then personally appeared F. H. Kinnicutt, Stephen Salisbury, F. H. Dewey, Thomas Chase, J. Edwin Smith, C. B. Hill, Isaac Davis, Jacob Fisher and Alex. H. Bullock, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

T. W. HAMMOND, Justice of the Peace.

Name and Residence of Officers.

F. H. Kinnicutt, President, Worcester; T. W. Hammond, Treasurer and Clerk, Worcester; Charles S. Turner, Superintendent, Worcester.

Directors.—Stephen Salisbury, Isaac Davis, Alexander H. Bullock, Francis H. Dewey, J. Edwin Smith, Jacob Fisher,—of Worcester; Thomas Chase, C. B. Hill,—of Nashua, N. H.

Proper Address for the Company.

THE WORCESTER & NASHUA RAILROAD COMPANY, WORCESTER, Mass.

WORCESTER, November 9, 1874.—The undersigned, Commissioner of the Worcester & Nashua Railroad Company for Massachusetts, having examined this report, believes it to be correct, and hereby approves it.

JOHN D. WASHBURN.

The undersigned determines the proportion of receipts and expenditures of the Worcester & Nashua Railroad Company pertaining to the States of Massachusetts and New Hampshire respectively, to be as follows:—

The cost of the road and eq the Company, is .	•	,			•	•	
Of which is apportioned to And to Massachusetts, .			•	,		\$ 353,962 2,085,333	

JOHN D. WASHBURN, Commissioner.

OF THE

WORCESTER & SHREWSBURY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[A narrow gauge road.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.	The same of	
1. Capital stock authorized,	\$35,000 00	
2. Capital stock authorized by votes of company,	40,000 00	
3. Capital stock issued (number of shares, 326),	NO 200 NO	
amount paid in,	32,600 00	
4. Capital stock paid in on shares not issued	125 00	
(number shares, 5),	125 00	\$39 795 00
6. Capital stock paid in per mile of road owned		Que,120 th
by company,	12,442 97	
7. Capital stock paid in, proportion for Massachu-	24,112.01	
setts."	32,725 00	
8. Capital stock, number of shares issued not en-		
titled to dividends,	None.	
9. Par value of shares, \$100; (the average price at		
which shares were sold, \$) [all subscribed		
for at \$100 each].		
10. Number of stockholders,	53	
11. Amount of stock held in Massachusetts,	31,600 00	
12. Number of stockholders in Massachusetts,	52	
Debt.		
18. Total debt liabilities [notes],		5,208 10
19. Amount of debt liabilities after deducting cash,		0,000 10
sinking funds in hands of trustees, and such		
securities and debt balances as do not repre-		
sent permanent investments,	3,598 15	
20. Proportion of same for Massachusetts,*	3,598 15	
21. Proportion of same per mile of road,	1,368 11	
22. Contingent liabilities as guarantor of bonds or	400	
debts of other corporations, specifying same,	None.	
Comp. Programme 6 in		
CASH REALIZED, &c.		
 Total cash realized from capital and debt, in- curred for construction, equipment, &c., 	37,933 10	
24. Total amount of income which has been ex-	01,000 10	
pended (in addition to funds derived from		
capital and debt) in construction, equip-		
ment and purchase of property,	-	-
The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s		

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

[†] This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

25. Total means applied to construction,		
EQUIPMENT AND PURCHASE OF PROPERTY, .		\$38,275 02
26. Proportion of above for Massachusetts,"	\$37,098	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,		
2. Bridging, (Amount p'd contractor,	\$2 5,853	85
3. Superstructure, in- Expended by company, cluding rails,	648	55
4. Land, land damages and fences,	2,500	00
5. Passenger and freight stations, wood-sheds and water stations,	500	00
6. Turn-tables,	100	
7. Machine shops,	Nothing.	
8. Interest paid during construction, discount, &c.,	Nothing.	
9. Engineering, agencies, salaries, and other ex-	. Trouming.	
penses during construction,	600	00
10. Total expended for construction,	550	\$30,202 40
11. Average cost of construction per mile of road		400,000 40
built by company,	11,483	80
12. Same per mile of single track built by company,	,	
not including sidings,	11,483	80
13. Proportion of cost of construction for Massa-	,,_	
chusetts,*	30,202	40
, , , , , , , , , , , , , , , , , , , ,		•
EQUIPMENT.		
14. Locomotives [dummy; 1 unsettled for], (num-		
ber, 3),	5,432	
15. Snow-plows on wheels (number, 1),	160	00
16. Passenger, mail and baggage cars (number, 3), .	1,730	
17. Freight and other cars (number, 4 dirt),	400	
18. Machinery and tools,	35 0	
19. Total for equipment,		8,072 62
20. Average cost of equipment per mile of road op-	0.000	40
erated by company,	3,069	
21. Proportion for Massachusetts,"	8,072	
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,	38,275	
33. Proportion for Massachusetts,	38,275	
34. Total property and assets of the company,	39,884	97
		1
Expenditures Charged to Capital Account during the 1. Main line, extension or alteration of road [paid of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the c		
additional work, new iron, &c.],		\$5,367 26
2. Branches, extension or alteration of road, speci	fring each	Nothing.
3. Double track extension,	TITE COOLS	Nothing.
4. Land,		Unsettled.
5. Passenger and freight stations, wood-sheds and	water sta-	İ
tions,		Nothing.
6. Engine-houses, car-sheds and turn-tables, 7. New locomotives,		Nothing. 2,624 76
8. New snow-plows,		160 00
9. New passenger cars,		1,230 00
15. Any other expenditures charged to capital account	nt. specify-	1,200 00
ing same [engineering],	opcomy	\$600 00
16. Total,		9,952 02
17. Property sold and credited capital account, .		Nothing.
18. Net addition to permanent investments for the year,		9,982 02
	•	l ' ' ' ' ' '

^{*} Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

Revenue for the Year.	
1. Receipts from local passengers on roads operated by this	N. Saltania and A.
company,	\$9,947 32
6. Total receipts from passenger department,	9,947 32 Nothing
10. Total receipts from freight department, 11. Receipts as rents for use of road and equipment, when	Nothing.
leased,	Nothing.
12. Total earnings,	9,947 32
13. Per mile of road operated, \$3,782 24 14. Per mile of road operated,—computed as single	
track, not including sidings, 3,782 24	
15. Per train mile [no records of trains run during the year	
have been kept,—any calculation would be a supposi-	
tion],	
20. Total income,	9,947 32
21. Percentage to capital stock and debt, 27.39	
22. Percentage to means applied to construction, equipment, &c.,	
ment, &c.,	
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
[Road completed this year. Repairs or building of road includ-	
ed in "Construction."]	
Class 2.—General Traffic Expenses.	
1. Taxes, State and local [not in account before September	
30, 1874],	-
General salaries, office expenses and miscellaneuos not em- braced in Classes 3 and 4 [President, Treasurer, and	
Superintendent's services gratuitous],	Nothing.
3. Insuranc premiums and losses by fire and damages for fires	
set by engines,	60 00 - 581 10
9. Fuel—14½ cords of wood, cost \$72.70; 229 tons of coal, cost	- 901 10
\$2,175.00,	2,247 70
10. Water,	45 00
11. Oil and waste,	Nothing.
13. Rents chargeable to freight and passenger departments	Nothing.
14. TOTAL,	3,082 80
15. Proportion belonging to passenger department,* \$3,082 80 16. Proportion belonging to freight department.* -	
CLASS 3.—Passenger-Train Expenses.	
 Repairs of passenger, mail and baggage cars, New passenger, mail and baggage cars (charged to operat- 	Nothing.
ing expenses),	Nothing.
3. Damages and gratuities, passenger, 4. Salaries, wages and incidentals of passenger department	Nothing.
4. Salaries, wages and incidentals of passenger department [2 engineers and 1 conductor],	. 01000 00
5. Amount paid other corporations or individuals not operating	\$4,656 79
roads, for use of passenger cars, and repairs of same, † .	Nothing.
6. TOTAL,	4,656 79
Class 4.—Freight-Train Expenses.	
[No freight.]	
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN	
CLASSES 1, 2, 3,	7,739 59
of ref mine of the road operated, \$2,942 of	

Computed on gross receipts from passenger and freight departments.
 As the Pullman, Wagner, or other drawing-room and sleeping-cars.

Reserved income, .

9. Per mile of single track operated, not includ-	1
ing sidings, \$2,942 81	
10. Per train milé, 0.337	
11. Proportion for Massachusetts,	
12. Percentage of expenses to income,	1
Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$2,207 73
2. Amount paid other companies as rent for use of road, speci- fying each company, the amount, and basis on which rent	Nothin -
is computed,	Nothing.
roads,	2,207 73
4. Percentage of same to capital stock and debt, 5. Percentage to total means applied to construc-	ŕ
tion, equipment, &c., 5.77 6. Paid for interest,	255 86
7. Dividends declared, per cent. for the year, amount,	Nothing.
8. Date of last dividend declared,	Nothing.
9. Balance for the year, or surplus,	1,951 87
10. Surplus at commencement of the year, a	Nothing.
11. TOTAL SURPLUS,	1,951 87 Nothing,
18 1 18 to online man in man or or above,	i itouning,
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. Total receipts from passenger department, as per "Rev-	40.047 70
enue for the Year," No. 6,	\$9,947 32
3. Expenses, proportion of "Maintenance of Way and Build-	
ings" as per Class 1 No 9	-
4. Expenses, proportion of "General-Traffic Expenses," as per Class 2, No. 15,	
Class 2, No. 15, 5. Expenses, "Passenger-Train Expenses," as per Class 3, No. 6,	3,082 80
6. Total expenses,	4,656 79 7,739 59
7. (Total expenses per train mile, \$0.337.)	1,1.50
8. NET EARNINGS,	2,207 73
9. (Net earnings per train mile, \$0.096.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
[No freight.]	
	<u> </u>
a Surplus at commencement of the year, as per return of 1878, \$1,235.6	19.—[Com.
General Balance Sheet at Closing of Accounts, September 30), 187 4 .
Dr.	
Construction account,	. \$30,202 40
Equipment account and materials on hand,	. 8,072 62
Cash and notes receivable,	. 1,609 95
	\$39,884 97
CR.	
Capital stock,	•
Bills payable,	
Pagawad ingome 1 051	87

1,951 87

\$39,884 97

452 WORCESTER & SHREWSBURY RAILROAD. [Jan.

1.	Description of Road. Date when the road or portions thereof were		
	opened for public use:— From Washington Square to Lake Quinsigamond,	July 31, 1873	
2.	Length of main line of road, from City to Lake,*	2.63 miles.	
	Length of main line of road in Massachusetts, [Single track, 2.63 in length; rails of T pattern, weight, 35 lbs. per yard, laid with fishioints, ties 24 feet apart.]	2.63 miles.	
10.	Total length of road belonging to this company,		2.63 miles.
11.	Aggregate length of sidings and other tracks		
	not above enumerated,	-	-
	Same in Massachusetts,	-	-
	Aggregate length of tracks belonging to this company, computed as single track,	2.63 miles.	
14.	Same in Massachusetts,	2.63 miles.	
	Number of crossings of highways at grade [2 public, 3 private],	5	
22.	Number of crossings of highways over railroad,	None.	
23.	Number of crossings of highways under rail- road,	None.	
26.	Number of crossings at which gates or flagmen		
	are maintained	- None.	
27.	Number of crossings at which there are neither		
	gates nor flagmen [2 public, 3 private],	5	
	Total miles of road operated by this company,		2.63
36.	Total miles of road operated by this company		0.00
-	in Massachusetts,		2.63
31.	Number of stations on all roads operated by this company,	4	
18	Same in Massachusetts,	1	
	Miles of telegraph on line of road operated by	*	
,,,	this company,	None.	

* Length in all cases to be given in miles and decimals.

Rolling Stock.

	Total number.	Value.	Per mile road operated.
 Locomotives [dummies], (average weight of engines in working order, 1, 10 tons; 2, each 2 tons), Locomotives (maximum weight of engines in working order, tons), Tenders (average weight of tenders full of fuel 	3	\$9,500 00	1.141
and water, tons),	-	-	-
fuel and water, tons), (Average joint weight of engines and tenders,	-	-	-
tons), 3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to	-	-	-
centre of rear-wheel of tender, feet. 4. Total length of heaviest engine and tender	-	-	-
over all, feet.	_	-	-

Rolling Stock- Continued.

	Total number.	Value.		Per mile road operated.
5. Snow-plows (average weight, i ton),	1	160		.380
 Passenger cars (average weight, 1,200 lbs.), Passenger cars (maximum weight, 1,600 lbs.). 	1 2	470 1,260		.760
7. Mail and baggage cars (av. weight, tons), .	_	1,200	-	
8. 8-wheel box freight cars (av. weight, tons), .	-		-	-
9. 4-wheel box freight cars (av. weight,), 10. 8-wheel platform cars (av. weight, tons.),	-	!	_	-
11. 4-wheel platform cars (av. weight, tons), .	-		_	-
12. Other cars (coal, gravel, &c.),	4	400	00	1.52
13. Total value,		\$11,790	00	
4. Total freight cars, including coal, &c., on a basis of 8 wheels,	2		-	-
Mileage, Traffic, &c.				
Estimated.]		23,000		
1. Miles run by passenger trains,		4 10 21		1
2. Rate of speed of passenger trains, including stops, 8. Total train miles run,	Abou	t 10 miles	per	23,000
9. Number of through passengers (whole length) No so	curate ac		•
of road),		ot; com		
10. Number of local passengers (over part of road), 11. Total number of passengers carried,		,0óo.		
2. Total passenger mileage, or passengers carried				
one mile,	١.,		3	302,450
17. Highest rate of fare per mile, for any distance, 18. Lowest rate of fare per mile, for any distance	4 cen	te.		
(single fare),	1‡ cer	n ts.		
 Average rate of fare per mile (not including season tickets) received from passengers on 				
roads operated by this company,	3.5 с	ents.		
22. Average rate of fare per mile for all passengers,	3.5 c	ents.		
7. Average number of cars in passenger trains,				
including baggage cars,	2			
	1			
locomotive and tender, in working order, ex-		1he		
	5,000	100.		

Classification of Business.

PASSENGERS.

E. B. STODDARD, Pres't, J. J. COBURN, WARREN McFARLAND, JAMES DRAPER, RICHARD BARKER,

Directors of the Worcester & Shrewsbury Railroad Company.

454 WORCESTER & SHREWSBURY R. R. [Jan. '75.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. October 30, 1874. Then personally appeared E. B. Stoddard, J. J. Coburn, Warren McFarland, James Draper and Richard Barker, a majority of directors, and severally made oath to the truth of the foregoing statement by them subscribed.

JOSEPH E. DAVIS, Justice of the Peace.

Name and Residence of Officers.

E. B. Stoddard, President; Joseph E. Davis, Treasurer; James Draper, Super-intendent,—all of Worcester.

Directors.—E. B. Stoddard, J. J. Coburn, Warren McFarland, Richard Barker, H. H. Bigelow, James Russ, James Draper,—all of Worcester; George Hapgood, Shrewsbury; Walter Henry, Worcester.

Proper Address for the Company.

WORCESTER & SHREWSBURY RAILROAD COMPANY, WORCESTER, Mass.

STREET RAILWAY REPORTS,

FOR THE YEAR ENDING

SEPTEMBER 30, 1874.



OF THE

ALBANY STREET FREIGHT RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$ 75,000 00
2. Capital stock authorized by votes of company,	75,000 00
3. Capital stock paid in,	75,000 00
4. Capital stock paid in per mile of railway	1
owned by company,	80,906 15
5. Capital stock issued (par value of shares \$100),	75,000 00
6. FUNDED DEBT, due , per cent. interest,	None.
9. Unfunded debt, incurred for construction, equip-	None.
ment or purchase,	None.
12. Amount of income expended in construction,	None.
equipment and purchase,	None.
13. Total means expended in construction, equip-	210201
ment and purchase.	\$49,066 2
14. Number of stockholders,	7
Cost of Railway.	
Railways and Branches built by Company.	
19. Total cost of construction,	\$49,066 2
20. Average per mile of single track, built by com-	V,
pany, not including sidings, &c.,	\$ 52,930 20
Other Railways and Branches purchased. [None.]	
23. TOTAL COST to this company of all railways	
built,	49,066 2
(Estimated cash cost, .)	•
24. Average cost per mile of single track, not includ-	
ing sidings,	52,930 90
Cost of Equipment.	
25. Number of horses , cost,)
26. Number of cars , cost,	None.
77. Number of other vehicles, , cost,)
28. Other articles of equipment,	221 41
31. Total cost of equipment,	\$221 41
32. Average per mile of single track operated, not	222 25
including sidings, &c.,	238 85
33. TOTAL COST OF RAILWAY AND EQUIPMENT,	49,287 70
36. TOTAL AMOUNT OF PERMANENT INVESTMENTS, 37. Amount of sinking funds in hands of trustees,	49,287 70
or amount of smaring funds in names of flustees,	
Expenditures Charged to Capital Account for the Year. [Nothing.]	

Description of Railway. 1. Length of single track, not including sid on Albany Street, owned by company, description of its several lines of track branches, and length of each,"	with	
Capital stock,	\$75,000 00 4,180 16	\$79,180 10
	-	\$79,180 1
Cash and loans,		29,892 4
Cost of road,		\$49,066 2 221 4
· Dr.		
General Balance Sheet at Closing of A	Accounts Sent SO 187	4
80. Paid to sinking funds in hands of trustees	,	-
79. Total surplus,	3,080 86	4,180 1
77. Balance for the year, or surplus,	. 1,099 30	
75. Paid for interest,	ir	-
chase,	2,24	
pended in construction, equipment and		
debt,	1.46	
pany's account,. 73. Percentage of net income to capital stock	and	\$1,099 3
72. Total net income above operating expenses, per	com-	P1 000 0
71. Total net income above operating expenses, pe see's account,	r 1e8-	-
Net Income, Dividends, &c.	. 1	
sidings, &c., 70. Percentage of expenses to income,	79.01	
59. Per mile of single track operated, not inch		94,100 4
above,	2,818 45	\$4,138 4
 General salaries and office expenses, an other expenses except interest not incl 		
61. State taxes,	746 92	
cepting president, treasurer and superin ent, and their clerks,	tend- 567 00	
Wages and salaries of all persons employed	d, ex-	
Expenses of Operating the Railway for the Young the Repairs of road-bed and track,	ear. \$6 09	
	200	
 Percentage of income to total means expe in construction, equipment and purchas 		
52. Percentage of income to capital stock and		
50. TOTAL INCOME to lessee,		5,237 7
49. Income from other sources,	111 76	90,120
18. Total earnings,	\$5,126 00	\$5,126 0
this company,		

[•] Lengths in all cases to be given in miles and decimals.

-		
3. 4.	Length of railway laid with double track, Length of single track operated in one direction only, Length of single track operated in both directions, Aggregate length of switches, sidings, &c., except main track and branches,	.071 mile. None856 mile.
6.	Total length of track, measured as single track,	1.004 miles.
	Total length of track paved,	.856 mile. (90-lb. wrought, except
8.	Weight of rail per yard, and description of rail,	
	Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,. Total length of single track, not including sidings, &c., operated by this company,	927 mile.
	Miles Run, &c.	
12.	Total number of miles run during the year, Average cost per mile run,	 - 9,000
14.	Total number of cars drawn for the year,	§ 828, and 24 locomotives on their own wheels.
	Average number of cars per trip,	
	pany, Tons of freight carried from railroads to wharves	1
	or warehouses,	About 8,280
91	Tons of freight carried from warehouses, &c.,	About 720

H. L. LEACH, F. L. BULLARD, FRANK. D. CHILD, GEO. F. CHILD,

Directors of the Albany Street Freight Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 19, 1874. Then personally appeared F. L. Bullard, Frank. D. Child and Geo. F. Child, and severally made oath to the truth of the foregoing statement by them subscribed.

H. L. LEACH, Justice of the Peace.

SUFFOLK, ss. October 19, 1874. Then personally appeared H. L. Leach, and made oath to the truth of the foregoing statement by him subscribed.

Before me, GEO. F. CHILD, Justice of the Peace.

460 ALBANY STREET FREIGHT RAILWAY. [Jan.

Proper Address for the Company.

ALBANY STREET FREIGHT RAILWAY COMPANY,
439 ALBANY STREET, BOSTON.

Name and Residence of Officers.

H. L. Leach, President, Boston; Geo. F. Child, Treasurer, Boston. Directors.—Adams Ayer, F. Bullard, F. D. Child,—of Boston.

OF THE

ARLINGTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated by the Union Railway Co.]

Capital Stock and Debts.	
 CAPITAL STOCK authorized by charter, Capital stock authorized by votes of company, Capital stock paid in, Capital stock paid in per mile of railway 	\$50,000 00 15,000 00 13,600 00
owned by company, 5. Capital stock issued (par value of shares \$50), 6. FUNDED DEBT, due , per cent. interest, 7. Funded debt, due , per cent. interest,	8,629 44 13,600 00
8. Funded debt, due , per cent. interest, 9. Unfunded debt, incurred for construction, equipment or purchase,	
 10. Total amount of debt, 13. Total means expended in construction, equipment and purchase, 14. Number of stockholders, 	None. \$13,600 00.
Cost of Railway.	20
Railways and Branches built by Company. [The books of the company do not show the details.]	
 Total cost of construction,	\$13,600 60 8,629 44
built and purchased,	13,600 00 8,629 44
Cost of Equipment.	,,
[No equipment.]	
33. TOTAL COST OF RAILWAY,	\$13,600 00 13,600 00
Expenditures Charged to Capital Account for the Year.	
[Nothing.]	
Revenue for the Year.	
45. Received from other railways as tolls or rent, specifying amount from each,	\$816 00 [from Union R. Co.]

JAMES W. EMERY, GARDINER G. HUBBARD, JOHN SCHOULER, ESTES HOWE,

Directors of the Arlington Street Railway Company.

^{*} Lengths in all cases to be given in miles and decimals.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, October 29, 1874. Then personally appeared James W. Emery, John Schouler, Estes Howe and Gardiner G. Hubbard, and severally made oath to the truth of the foregoing statement by them subscribed.

SAM. M. LOVEJOY, Justice of the Peace.

Proper Address for the Company.

ARLINGTON RAILROAD COMPANY, CAMBRIDGE, MASS.

Name and Residence of Officers.

Benjamin Poland, President; Estes Howe, Clerk and Treasurer.

Directors.—Benjamin Poland, John Schouler, George N. Elliott, S. G. Damon, of Arlington; G. G. Hubbard and Estes Howe, of Cambridge; James W. Emery, of Portsmouth, N. H.

OF THE

BOSTON & CHELSEA BAILBOAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased to and operated by the Lynn & Boston Railroad Co.]

Capital Stock and Debts.	STANIST .
1. CAPITAL STOCK authorized by charter, 2. Capital stock authorized by votes of company, 3. Capital stock paid in, 4. Capital stock paid in per mile of railway owned by company, 5. Capital stock issued (par value of shares \$50), 6. Funded debt, incurred for construction, equipment or purchase, 10. Total amount of debt, 13. Total means expended in construction, equipment and purchase, 14. Number of stockholders, Cost of Railway.	\$300,000 00 110,000 00 110,000 00 19,448 37 110,000 00 None. None. 110,000 00
Railways and Branches built by Company. 19. Total cost of construction, . 20. Average per mile of single track built by company, not including sidings, &c., . Other Railways and Branches purchased.	\$110,000 00 19,448 37
[None.] 23. Total cost to this company of all railways built and purchased, (Estimated cash cost,) 24. Average cost per mile of single track, not including sidings,	110,000 00
[No equipment.] 36. Total amount of permanent investments, 37. Amount of sinking funds in hands of trustees, Expenditures Charged to Capital Account for the Year. [None.]	None. \$110,000 00
Revenue for the Year. 45. Received from other railways, as tolls or rent, specifying amount from each,	\$8,800 00

	8, .										\$8,800	00
9. Income from	other				•			.	-		-	
0. Total incom				•	•	•	•	• [-			^
51. TOTAL INCOM 52. Percentage of	E to	comp	any,	, nitel	etoob	·and	daht	: l 8			8,800	w
53. Percentage of												
in construc								. 8				
E	Kpens e	s for	the	Year								
81. State taxes,		• _	•		•	• •	٠	: 4	1,115	73		
57. General sala other expe									000			
above, 58. Total Expe	· · ·	•	•	•	•	•	•	•	228	90	\$1,344	93
59. Per mile of si	ingle		c ope	rated	i, not	incl	uding	3			\$1,011	~
sidings, & 70. Percentage o		enses	s to i	ncon	10,	:		15.2	8			
Net	Incor	ne, D	ivide	mds,	&c.							
71. Total net inco		we o <u>j</u>	perat	ing e	rpens	es, pe	er les	- '				
see's accou 72. Total net inc	III,	ahoma	· one	ratir	a er	nersa	e ne	;	-		-	
company's				, att	y 62,	pense	e, pe		7,455	77		
73. Percentage o	f net	inco	me 1	to ca	pital	stoc	k and	d	,,,	• •		
debt, .		• .	•	•	•	•	•	. 6.78				
74. Percentage of pended in												
chase,	·			Վայ			. pu	. 6.78				
75. Paid for inte	rest,	•		•	•		•		-		-	
76. Paid in divid			per e	cent.	for t	ha v	AGT.		7,590	00		
77. Balance for t						J	····,	• 1				
				icit,			•	:	134	23		
78. Surplus at co				icit,			· .		134 1	23 68		
78. Surplus at co 79. Total deficit,	mmer	.cem	ent o	icit, of ye	ar,		•		134 1	23		
78. Surplus at co 79. <i>Total deficit</i> ,	mmer	.cem	ent o	icit, of ye	ar,		•		134 1	23 68		_
78. Surplus at co 79. <i>Total deficit</i> ,	ng fu	nds i	n ha	icit, of year	ar,	istee	s,	s, Septer	134 1 132 -	23 68 55	.87 4 .	•
 78. Surplus at co 79. Total deficit, 80. Paid to sinki 	ng fu	nds i	n ha	icit, of year	ar,	istee	s,	s, Septer	134 1 132 -	23 68 55	.874.	_
78. Surplus at co 79. Total deficit, 80. Paid to sinki General 1	ng fu	nds i	n ha	icit, of year	ar, of tru	istee	s,	s, Septer	134 1 132 -	23 68 55	\$110,000	
78. Surplus at co 79. Total deficit, 90. Paid to sinki General 1	ng fu	nds i	n ha	icit, of year	ar, of tru	istee	s,	s, Septer	134 1 132 -	23 68 55		
78. Surplus at co 79. Total deficit, 80. Paid to sinki General 1	ng fu	nds i	n ha	icit, of year	ar, of tru	istee	s,	s, Septer	134 1 132 -	23 68 55	\$110,000	5
78. Surplus at co 79. Total deficit, 80. Paid to sinki General 1	ng fu	nds i	n ha	icit, of year	ar, of tru	istee of Ac	s,	s, Septer	134 1 132 -	23 68 55	\$110,000 132	5
78. Surplus at co 79. Total deficit, 80. Paid to sinki General 1 Construction,. Profit and loss,	ng fu	nds i	n ha	icit, of year	of true	istee of Ac	s,	: :	134 132 - nher 8	23 68 55 60, 1	\$110,000 132	5
78. Surplus at co 79. Total deficit, 80. Paid to sinki General 1 Construction,. Profit and loss, Capital stock,	ng fu	nds i	n ha	icit, of year	of true	istee of Ac	s,	: :	134 132 - nber 8	23 68 55 60, 1	\$110,000 132	5
78. Surplus at co 79. Total deficit, 80. Paid to sinki General 1 Construction,. Profit and loss, Capital stock,	ng fu	nds i	n ha	icit, of year	of true	istee of Ac	s,	: :	134 132 - nber 8	23 68 55 60, 1	\$110,000 132	58 58
78. Surplus at co 79. Total deficit, 80. Paid to sinki General 1 Construction,. Profit and loss, Capital stock, Due Treasurer,	Balance	e Sh	n ha	t Clos	Dr	istee	s,	: :	134 132 - nber 8	23 68 55 60, 1	\$110,000 132 \$110,132	54
78. Surplus at co 79. Total deficit, 80. Paid to sinki General 1 Construction,. Profit and loss, Capital stock, Due Treasurer,	Balance	nds i	n ha	deit, of ye.	DF CE	astee of Ac		. \$1	134 132 - nber 8	23 68 55 60, 1	\$110,000 132 \$110,132	54
78. Surplus at co 79. Total deficit, 80. Paid to sinki General 1 Construction,. Profit and loss, Capital stock, Due Treasurer, 1. Length of si	mmer ng fur Balance	nds i	of Rak, no	doit, of ye inds of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close of the close o	Dr Cr	istee of Ac	s,	. \$1	134 132 - nber 8	23 68 55 60, 1	\$110,000 132 \$110,132	54
78. Surplus at co 79. Total deficit, 80. Paid to sinki General 1 Construction,. Profit and loss, Capital stock, Due Treasurer,	mmer ng fur Balanc	e She	of Rak, no	doit, of ye	or, or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or true or	of Ac	s,	. \$1	134 132 - nber 8	23 68 55 60, 1	\$110,000 132 \$110,132	54
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78. Surplus at co 79. Total deficit, 80. Paid to sinki General 1 Construction,. Profit and loss, Capital stock, Due Treasurer, 1. Length of si owned by several li length of [From near	Belance Belance comples comples comples comples corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corners corn	ion ctracl	of Rakk, nook, with	idit, of ye nds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds conds co	DE CE	istee	dings of it	. \$1 	134 132 132 - nher &	23 68 55 60, 1	\$110,000 132 \$110,132	54
78. Surplus at co 79. Total deficit, 80. Paid to sinki General 1 Construction,. Profit and loss, Capital stock, Due Treasurer, D. 1. Length of si owned by several lin length of [From near Charlestov	mmer ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur ing fur i	ion ctracl	of Rsk, nook, with ack	loit, of ye. nds c t Clos t inc t inc th de and and ea br	chelidge	of Act.	ddings of it	. \$1 	134 132 132 - nher &	23 68 55 60, 1	\$110,000 132 \$110,132	54
78. Surplus at co 79. Total deficit, 80. Paid to sinki General 1 Construction,. Profit and loss, Capital stock, Due Treasurer, 1. Length of si owned by several li length of [From near	escripte complete corner was, over to to to	ion (ctraclpany) f tr	of Rak, no, with nack	loit, of ye. nds c t Clos t times t times and and eabreston	of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of truesing of tru	istee	dings of it s, and		134 132 132 - nher &	23 68 55 60, 1	\$110,000 132 \$110,132	54

^{*} Lengths in all cases to be given in miles and decimals.

- 3. Length of single track operated in one direc-
- tion only, 4. Length of single track operated in both direc-
- 5. Aggregate length of switches, sidings, &c., except main track and branches,
- 6. Total length of track, measured as single track,
- 7. Total length of track paved,
- 8. Weight of rail per yard, and description of rail,

Miles Run, &c.

[Reported by Lynn & Boston Railroad Company.]

3.270 miles.

.166 mile.

5.822 miles.

.550 mile.

All, except bridge. 56-lb. rolled iron.

WM. W. WHEILDON, R. E. DEMMON, JOSEPH H. CONVERSE, T. QUINCY BROWNE.

Directors of the Boston & Chelsea Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, 88. November 4, 1874. Then personally appeared Wm. W. Wheildon, R. E. Demmon, Joseph H. Converse and T. Quincy Browne, and severally made oath to the truth of the foregoing statement by them subscribed.

S. F. WILKINS, Justice of the Peace.

Proper Address for the Company.

BOSTON & CHELSEA RAILROAD COMPANY, 27 TREMONT ROW, Boston, Mass.

Name and Residence of Officers.

Wm. W. Wheildon, President, Concord; Geo. W. Palmer, Treasurer, Boston; Geo. W. Palmer, Secretary, Boston.

Directors.—Wm. W. Wheildon, Concord; Estes Howe, Cambridge; J. W. Emery, Portsmouth, N. H.; Reuben E. Demmon, Boston; T. Quincy Browne, Boston; Joseph H. Converse, Cambridge; Gardiner G. Hubbard, Cambridge.

OF THE

BOSTON & WEST ROXBURY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated by the Metropolitan Railroad Company.]

Capital Stock and Debts.	
1. Capital stock authorized by charter, 2. Capital stock authorized by votes of company, 3. Capital stock paid in, 4. Capital stock paid in per mile of railway owned by company, 5. Capital stock issued (par value of shares \$100), 6. Funded due , per cent. interest, 12. Amount of income expended in construction, equipment and purchase, 13. Total means expended in construction, equipment and purchase, 14. Number of stockholders,	\$130,000 00 41,000 00 41,000 00 32,800 00 410 None. 15,133 27 \$56,133 27
Cost of Railway.	
Railways and Branches built by Company. 19. Total cost of construction, 20. Average per mile of single track built by company, not including sidings, &c.,	\$56,133 27 \$17,271 78*
Other Railways and Branches purchased. [None.] 23. TOTAL COST to this company of all railways built and purchased. (Estimated cash cost, \$56,133.27.) 24. Average cost per mile of single track, not including sidings,	56,133 27 17,271 78*
Cost of Equipment. [No equipment.]	·
36. Total amount of permanent investments, 37. Amount of sinking funds in hands of trustees,	\$56,133 27 -
Expenditures Charged to Capital Account for the Year. [None.]	
Revenue for the Year. [None.]	
Expenses of Operating the Railway for the Year. [Included in returns of the Metropolitan Railroad.]	-

^{*} Taking into account the two additional miles of track originally built by the company, which has since been taken up.

468 BOSTON & W. ROXBURY [ST.] RAILWAY. [Jan.

Net Income, Dividends, &c.		
[No income received during the year. Accounts not settled.]		
71. Total net income above operating expenses, per lessees' account.	120	
72. Total net income above operating expenses, per company's account,		-
78. Surplus at commencement of year,	}	\$15,007 25
30. Paid to sinking funds in hands of trustees,	, -	-

General Balance Sheet at Ulusing of Accounts, September 20, 1874.

								-,,			-, -		
					D	R.							
Construction,		•	•	•	•	. •	•	•	•	•	•	\$56,133	27
					Cı	R . '							
Capital stock,		_	_					_	. 14	1.000	00		
Amount due treasu	rer,	•	•	•	•	•	•	•		126	02		
Profit and loss, .		•				•		•	1	5,007	25		
												\$56,133	27

Description of Railway.

1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches, and length of each,"

[This corporation owns a single track about 11 miles in length, extending from the line between Wards 14 and 15 (formerly Roxbury), and Ward 17 (formerly West Roxbury), where said line crosses Washington Street, and over said street to or near the Forest Hill Station on the Boston & Providence Railroad. The remaining portion of the original track, about two miles, has been taken up, and the only road or property now owned by the Boston & West Roxbury Railroad Company is the track above described, which is operated by the Metropolitan Railroad Company.]

· 2. Length of railway laid with double track,

3. Length of single track operated in one direction only, .
4. Length of single track operated in both direc-

tions, . 5. Aggregate length of switches, sidings, &c., ex-

cept main track and branches. 6. Total length of track, measured as single track,

Miles Run, &c.

[Included in report of Metropolitan Railroad Co.]

1.25 miles.

None.

About 1.25 miles.

.057 mile.

1.307 miles.

None.

33 lbs., T-rail, w'ght iron.

B. W. THAYER, JAMES W. ROLLINS, JOHN PEARCE, Directors of the Boston & West Roxbury Street Railway Company.

^{*} Length in all cases to be given in miles and decimals.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 12, 1874. Then personally appeared B. W. Thayer, James W. Rollins and John Pearce, and severally made oath to the truth of the foregoing statement by them subscribed.

CHARLES ROLLINS, Justice of the Peace.

Proper Address for the Company.

BOSTON & WEST ROXBURY RAILROAD COMPANY, 89 WASHINGTON STREET, BOSTON, MASS.

JAMES W. ROLLINS, Treasurer.

Name and Residence of Officers.

B. W. Thayer, President, Boston; James W. Rollins, Treasurer and Clerk, Boston.

Directors.—B. W. Thayer, Wm. C. Hibbard, John Pearce,—of Boston; N. C. Munson, Shirley; James W. Rollins, Boston.

OF THE

CAMBRIDGE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated by the Union Railway Co.]

				_
Capital Stock and Debts.				
1. Capital Stock authorized by charter,	\$1,000,000	00		
2. Capital stock authorized by votes of company,	800,500			
	800,500			
3. Capital stock paid in,	000,000	00		
4. Capital stock paid in per mile of railway	00.154	200		
owned by company,	28,154			
5. Capital stock issued (par value of shares, \$100),	800,500	UU		
6. FUNDED DEBT, due January, 1881, 6 per cent.	4 NO 600	000		
interest,	150,000	00*		
9. Unfunded debt incurred for construction, equip-	1112			
ment or purchase,	-		-	
10. Total amount of debt,			\$150,000	00
11. Amount of debt per mile of railway owned			4.00	
by company,	5,275	74		
12. Amount of income expended in construction,				
equipment and purchase,	-		-	
13. Total means expended in construction, equip-				
ment and purchase,			800,500	100
14. Number of stockholders,	546		200,000	
	653			
Cost of Railway.				
Railways and Branches built by Company. [This road was built by contract, and the books of the company do not show the details.] 19. Total cost of construction,			\$800,500	60
			\$200,500	DU
20. Average per mile of single track built by com-	600 154	on		
pany, not including sidings, &c.,	\$28,154	03		
23. Total cost to this company of all railways			DAR - 44	n i
built and purchased,			800,500	00
(Estimated cash cost, .)				
24. Average cost per mile of single track, not in-		-		
cluding sidings,	28,154	89		
Cost of Equipment.				
[No equipment.]				
33. Total cost of railway,			\$800,500	00
36. TOTAL AMOUNT OF PERMANENT INVESTMENTS,				
OU. LUIAL AMOUNT OF PERMANENT INVESTMENTS.	Value was	00	800,500	W
37. Amount of sinking funds in hands of trustees,	150,000			

This debt is secured by a guarantee fund, invested in United States bonds, which provides for its payment in full at maturity. It is only a nominal liability of the company.

R	evenue fo	or the	Year							
45. Received from	n other	railw	ays a	s tol						
specifying Railway C			eac.	h [ir	om	Union	\$72.0	45 00		
48. Total earnings	,	•				: :	1		\$ 72,045	00
49. Income from	other so	urces,	•	•	•	• •	3,0	00 00		
50. TOTAL INCOM 51. TOTAL INCOM	E to con	ee, ipany	•	:	:	: :	75,0	45 00	_	
52. Percentage of	income	to ca	pital	stock	z and	l debt.	7.90			
53. Percentage o in construc	t income etion, eq	to to uipme	otai n ent ai	neans nd pu	rcha	ended	9.37			
Expenses of Op	erating t	he Ra	ilway	for 1	the :	Year.				
[Included in rep	ort of U	nion	Railv	vay (Com	pany.]				
Net	Income,	Divid	mds,	åc.			İ			
71. Total net inc	ome abou	е оре	ratin	g exp	pense	z, per	1			
lessees' acc 72. Total net inc	count, ome abo	08 OP4	ratin	a em	vens	 M. DAT	_		-	
company's	account	,		`	•	' .			\$75,045	00
73. Percentage of debt, .	net inc	оше 1	to ca	pital	stoc	k and	7.90		•	
74. Percentage o	f net in	come	to t	otal	mea	ns ex-	7.90			
pended in	constru	ction,	equi	pmen	t an	d pur-	0.00			
chase, . 75. Paid for inte	rest.	•	•	•	•	• •	9.37		_	
76. Paid in divid	ends, 9 p				yea	r, :		45 00		
77. Balance for t	ne vear	OF SILI	mlna.				3.0	00 00		
					•		, ,,,	•• ••		
78. Surplus at co 79. <i>Total surplus</i> ,	mmence	ment •	of ye	ar,	:	: :	-		-	
	mmence	ment •	of ye	ar,	: ustee	8,		00 00	-	
78. Surplus at co 79. Total surplus, 80. Paid to sinki General I	mmence	in ha	of ye	ar, of tru	of A			00 00		
78. Surplus at co 79. Total surplus, 80. Paid to sinki General I Construction, .	mmence	in ha	of ye	of tru	of A		3,0	00 00	\$800,500	
78. Surplus at co 79. Total surplus, 80. Paid to sinki General I Construction, .	mmence	in ha	of ye	of tru	of A		3,0	00 00		
78. Surplus at co 79. Total surplus, 80. Paid to sinki General I Construction, .	mmence	in ha	of ye	of tru	of A		3,0	00 00	\$800,500	00
78. Surplus at co 79. Total surplus, 80. Paid to sinking General I Construction, Guarantee Fund,	mmence	in ha	of ye	of tru	of Ac		September	30, 1	\$800,500 150,000	00
78. Surplus at co 79. Total surplus, 80. Paid to sinking General I Construction, Guarantee Fund, Capital stock,	mmence.	in ha	of ye	of tru	of Ac		3,0 September	80, 1	\$800,500 150,000	00
78. Surplus at co 79. Total surplus, 80. Paid to sinking General I Construction, Guarantee Fund, Capital stock,	mmence.	in ha	of ye	of tru	of Ac		3,0 September	30, 1	\$800,500 150,000	00
78. Surplus at co 79. Total surplus, 80. Paid to sinkin General I Construction, . Guarantee Fund, Capital stock, Mortgage bonds, De 1. Length of si	mmence. ng funds klance S	in ha	of ye	Dr CR	of Ac	coounts,	3,0 September	80, 1	\$800,500 150,000 \$950,500	00
78. Surplus at co 79. Total surplus, 80. Paid to sinking General I Construction, . Guarantee Fund, Capital stock, Mortgage bonds, Delia Length of si owned by several lir	mmence. ng funds lalance S escription ngle trac compan nes of t	in ha	of ye	DR CR	of A	counts,	3,0 September	: 30 , 1	\$800,500 150,000 \$950,500	00
78. Surplus at co 79. Total surplus, 80. Paid to sinkin General I Construction, Guarantee Fund, Capital stock, Mortgage bonds, 1. Length of si owned by several li length of of	mmence. ng funds lalance S lalance S corription ngle tracompan compan compan cas of t cach.*	of Ra	of ye	Dr. CR. Cludin	of Ad	idings, of its	3,0 September	000 00 00 00 00 00 00 00 00 00 00 00 00	\$800,500 150,000 \$950,500	00
78. Surplus at co 79. Total surplus, 80. Paid to sinkin General I Construction, . Guarantee Fund, Capital stock, Mortgage bonds, 1. Length of si owned by several lir length of co 2. Length of si 3. Length of si	mmence. In funds Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Islance S Isl	of Rack, no	of ye	car,	of Ac	idings, of its	\$800,5 . \$800,5	000 00 00 00 00 00 00 00 00 00 00 00 00	\$800,500 150,000 \$950,500	00
78. Surplus at co 79. Total surplus, 80. Paid to sinkin General I Construction, . Guarantee Fund, Capital stock, Mortgage bonds, De 1. Length of si owned by several lir length of e 2. Length of re	mmence. In funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds Is a funds	of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Race of Rac	of ye	car,	ng sition iches	idings, of its s, and c, direc-	\$800,5 . \$800,5	000 00 00 00 00 00 00 00 00 00 00 00 00	\$800,500 150,000 \$950,500	00

^{*} Length in all cases to be given in miles and decimals.

- 5. Aggregate length of switches, sidings, &c., except main track and branches,
- 6. Total length of track, measured as single track,
- 7. Total length of track paved,
- 8. Weight of rail per yard, and description of rail,

Miles Run, &c.

[Included in report of Union Railway Company.]

.880 mile.

29.312 miles.

All the main track is paved. 33 to 64 lbs., wrought iron.

JOSEPH H. TYLER, ESTES HOWE, W. A. SAUNDERS,

Directors of the Cambridge Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, October 29, 1874. Then personally appeared Joseph H. Tyler, Estes Howe and William A. Saunders, and severally made oath to the truth of the foregoing statement by them subscribed.

SAM. M. LOVEJOY, Justice of the Peace.

Proper Address for the Company.

CAMBRIDGE RAILROAD COMPANY, CAMBRIDGE, MASS.

Name and Residence of Officers.

Joseph H. Tyler, President, Winchester; Frederick T. Stevens, Clerk and Treasurer, Cambridge.

Directors.-Joseph H. Tyler, Winchester; Caleb C. Allen, William A. Saunders, George P. Carter, Estes Howe,-Cambridge.

OF THE

HIGHLAND STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock and Debts. 1. CAPITAL STOCK authorized by charter, 2. Capital stock paid in, 4. Capital stock paid in per mile of railway owned by company. 5. Capital stock issued (par value of shares \$100), 6. FUNDED DEBT, due 1833, 7 per cent. interest, 9. Unfunded debt, incurred for construction, equipment or purchase, 1. Amount of debt per mile of railway owned by company, 2. Amount of income expended in construction, equipment and purchase, 3. Total means expended in construction, equipment and purchase, 4. Number of stockholders, 5. Cast of Railway. Railways and Branches built by Company. 6. Track, including timber, rails, &c., and laying, Engineering, agencies, &c., during construction, 1. Interest during construction, commissions, discounts, &c., allowed to contractors and others, 9. Total cost of construction, 1. Average per mile of single track built by company, not including sidings, &c., Other Railways and Branches purchased. [None.] 3. Total cost to this company of all railways built and purchased, (Estimated cash cost, 4. Average cost per mile of single track, not including sidings, Cost of Equipment. 5. Number of horses 292, cost, 5. Number of cars 53, cost, 1. Stock authorized by cotanters, 200,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000			
2. Capital stock paid in	Capital Stock and Debts.		
2. Capital stock paid in	1. CAPITAL STOCK authorized by charter.	\$ 350,000	00
3. Capital stock paid in per mile of railway owned by company. 5. Capital stock issued (par value of shares \$100), 6. FUNDED DEBT, due 1883, 7 per cent. interest, 9. Unfunded debt, incurred for construction, equipment or purchase,			
4. Capital stock paid in per mile of railway owned by company. 5. Capital stock issued (par value of shares \$100), 6. FUNDED DEBT, due 1883, 7 per cent. interest, 9. Unfunded debt, incurred for construction, equipment or purchase,	3. Capital stock authorized by voice of company,		
owned by company. Capital stock issued (par value of shares \$100), FUNDED DEBT, due 1883, 7 per cent. interest, Unfunded debt, incurred for construction, equipment or purchase, Total amount of debt, Amount of debt per mile of railway owned by company, Amount of income expended in construction, equipment and purchase, Total means expended in construction, equipment and purchase, Mumber of stockholders, Railways and Branches built by Company. Grading and paving, Fingineering, agencies, &c., during construction, Interest during construction, commissions, discounts, &c., allowed to contractors and others, Average per mile of single track built by company, not including sidings, &c., Other Railways and Branches purchased. [None.] Total cost to this company of all railways built and purchased, (Estimated cash cost, Average cost per mile of single track, not including sidings, Cost of Equipment.	A Capital stock paid in per mile of railway	200,000	•
5. Capital stock issued (par value of shares \$100), 6. FUNDED DEBT, due 1883, 7 per cent. interest, 9. Unfunded debt, incurred for construction, equipment or purchase, 1. Amount of debt, 2. Amount of income expended in construction, equipment and purchase, 3. Total means expended in construction, equipment and purchase, 4. Number of stockholders, 5. Crading and paving, 6. Track, including timber, rails, &c., and laying, Engineering, agencies, &c., during construction, 1. Interest during construction, commissions, discounts, &c., allowed to contractors and others, 1. Total cost of construction, 1. Average per mile of single track built by company, not including sidings, &c., Other Railways and Branches purchased. [None.] 3. Total cost to this company of all railways built and purchased, (Estimated cash cost, 1. Average cost per mile of single track, not including sidings, Cost of Equipment. 5. Number of horses 292, cost, 1200,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 00 74,000 74,000 00 74,000 159,217 49 233,217 49 233,217 49 233,217 49 233,217 49 233,217 49 233,217 49 233,217 49 2432,087 38 79 432,087 38 79 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61 410,446 61	4. Capital stock paid in per nine of fanway	20.500	20
6. FUNDED DEBT, due 1883, 7 per cent. interest, 74,000 00 9. Unfunded debt, incurred for construction, equipment or purchase, 1. Amount of debt per mile of railway owned by company, 2. Amount of income expended in construction, equipment and purchase, 3. Total means expended in construction, equipment and purchase, 4. Number of stockholders, Cost of Railway. Railways and Branches built by Company. 5. Grading and paving, 6. Track, including timber, rails, &c., and laying, Engineering, agencies, &c., during construction, 7. Interest during construction, commissions, discounts, &c., allowed to contractors and others, 9. Total cost of construction, 10. Average per mile of single track built by company, not including sidings, &c., Other Railways and Branches purchased. [None.] 3. Total cost to this company of all railways built and purchased, (Estimated cash cost, 4. Average cost per mile of single track, not including sidings, Cost of Equipment. 5. Number of horses 292, cost, 446,074 83	owned by company,		
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3. Total means expended in construction, equipment and purchase, 4. Number of stockholders, Cost of Railway. Railways and Branches built by Company. 5. Grading and paving, Engineering, agencies, &c., during construction, Therest during construction, commissions, discounts, &c., allowed to contractors and others, Control Cost of construction, Control Cost of construction, Cost of Railways and Branches purchased. [None.] Total cost to this company of all railways built and purchased, (Estimated cash cost, A Average cost per mile of single track, not including sidings, Cost of Equipment. S. Number of horses 292, cost, *432,087 38 *5140,446 61 *\$140,446 61 *\$19,950 48 \$\$160,397 09 \$\$6,080 82		37.921	K4 ·
ment and purchase, 4. Number of stockholders, Cost of Railway. Railways and Branches built by Company. 5. Grading and paving, Engineering, agencies, &c., and laying, Engineering, agencies, &c., during construction, 7. Interest during construction, commissions, discounts, &c., allowed to contractors and others, 9. Total cost of construction, 10. Average per mile of single track built by company, not including sidings, &c., Other Railways and Branches purchased. [None.] 3. Total cost to this company of all railways built and purchased, (Estimated cash cost, A Average cost per mile of single track, not including sidings, Cost of Equipment. 5. Number of horses 292, cost, 4. \$432,087 38 432,087 38 432,087 38 432,087 38 432,087 38 432,087 38 432,087 38 432,087 38 432,087 38 432,087 38 432,087 38 432,087 38 432,087 38 432,087 38 410,446 61		0.,022	••
Cost of Railway. Railways and Branches built by Company. Grading and paving, Track, including timber, rails, &c., and laying, Engineering, agencies, &c., during construction, Interest during construction, commissions, discounts, &c., allowed to contractors and others, Total cost of construction, A verage per mile of single track built by company, not including sidings, &c., Other Railways and Branches purchased. [None.] Total cost to this company of all railways built and purchased, (Estimated cash cost, A Average cost per mile of single track, not including sidings, Cost of Equipment. Number of horses 292, cost, 432,087 38 79 \$140,446 61 \$19,950 48 \$160,397 09 \$6,080 82			
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Cost of Railway. Railways and Branches built by Company. Grading and paving, Track, including timber, rails, &c., and laying, Engineering, agencies, &c., during construction, Interest during construction, commissions, discounts, &c., allowed to contractors and others, Average per mile of single track built by company, not including sidings, &c., Other Railways and Branches purchased. [None.] Total cost to this company of all railways built and purchased, (Estimated cash cost, Average cost per mile of single track, not including sidings, Cost of Equipment. Number of horses 292, cost,	14. Number of stockholders,	400 000	
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Railways and Branches built by Company. 5. Grading and paving, 6. Track, including timber, rails, &c., and laying, Engineering, agencies, &c., during construction, 7. Interest during construction, commissions, discounts, &c., allowed to contractors and others. 9. Total cost of construction, 10. Average per mile of single track built by company, not including sidings, &c., 119,950 48 119,950 48 119,950 48 26,080 82 26,080 82 Cost of Equipment. 5. Number of horses 292, cost, 12,950 48 13,950 48 14,0446 61 15,060,397 09 26,080 82 26,080 82 26,080 82	Cost of Railway.	79	
5. Grading and paving, 5. Track, including timber, rails, &c., and laying, Engineering, agencies, &c., during construc- tion, 7. Interest during construction, commissions, dis- counts, &c., allowed to contractors and oth- ers, 9. Total cost of construction, 10. Average per mile of single track built by com- pany, not including sidings, &c., Other Railways and Branches purchased. [None.] 19,950 48 160,397 09 26,080 82 26,080 82 Cost of Equipment. 5. Number of horses 292, cost,	· · · · · · · · · · · · · · · · · · ·	l	
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Engineering, agencies, &c., during construction, 7. Interest during construction, commissions, discounts, &c., allowed to contractors and others, 9. Total cost of construction, 10. Average per mile of single track built by company, not including sidings, &c., 119,950 48 119,950 48 19,950 48 19,950 48 19,950 48 26,080 82 26,080 82 Cost of Equipment. 5. Number of horses 292, cost, 10. August of the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and others, and the contractors and the contractors and the contractors and the contractors and the contractors and the contractors and the contractors and the contractors and the contractors and the contractors and the contractors and the contractors and the contractors and the contractors and the contractors and the contractors and the contractors and the contractors a	16. Track, including timber, rails, &c., and laying,)	
7. Interest during construction, commissions, discounts, &c., allowed to contractors and others, 9. Total cost of construction, 10. Average per mile of single track built by company, not including sidings, &c., 19,950 48 19,950 48 19,950 48 26,080 82 26,080 82 26,080 82 Cost of Equipment. 5. Number of horses 292, cost, 26,074 83	Engineering, agencies, &c., during construc-	11	
7. Interest during construction, commissions, discounts, &c., allowed to contractors and others, 2. Total cost of construction, 3. Average per mile of single track built by company, not including sidings, &c., 3. Total cost to this company of all railways built and purchased, (Estimated cash cost, 4. Average cost per mile of single track, not including sidings, Cost of Equipment. 5. Number of horses 292, cost, 3. Total cost to this company of all railways built and purchased, (Estimated cash cost, 26,080 82 \$160,397 09 \$160,397 09		\$140,44 6	61
counts, &c., allowed to contractors and others, Total cost of construction, Average per mile of single track built by company, not including sidings, &c., Other Railways and Branches purchased. [None.] Total cost to this company of all railways built and purchased, (Estimated cash cost, Average cost per mile of single track, not including sidings, Cost of Equipment. Number of horses 292, cost,	17. Interest during construction, commissions, dis-	1	
O. Total cost of construction,	counts &c. allowed to contractors and oth-	1	
9. Total cost of construction,			
O. Average per mile of single track built by company, not including sidings, &c., Other Railways and Branches purchased. [None.] 3. Total cost to this company of all railways built and purchased, (Estimated cash cost, 4. Average cost per mile of single track, not including sidings, Cost of Equipment. 5. Number of horses 292, cost,		10.050	40
pany, not including sidings, &c.,	19. Total cost of construction,	19,950	
Other Railways and Branches purchased. [None.] 3. Total cost to this company of all railways built and purchased, (Estimated cash cost, 4. Average cost per mile of single track, not including sidings, Cost of Equipment. 5. Number of horses 292, cost,	20. Average per mile of single track built by com-		\$160,397 US
Other Railways and Branches purchased. [None.] 3. Total cost to this company of all railways built and purchased, (Estimated cash cost, 4. Average cost per mile of single track, not including sidings, Cost of Equipment. 5. Number of horses 292, cost,	pany, not including sidings, &c.,		
[None.] 3. Total cost to this company of all railways built and purchased, (Estimated cash cost, 4. Average cost per mile of single track, not including sidings, Cost of Equipment. 5. Number of horses 292, cost,		26, 080	82
3. Total cost to this company of all railways built and purchased,	Other Railways and Branches purchased.		
3. Total cost to this company of all railways built and purchased,	[None.]		
built and purchased, (Estimated cash cost, A verage cost per mile of single track, not including sidings, Cost of Equipment. Number of horses 292, cost,	- · · · · ·		
built and purchased, (Estimated cash cost, A verage cost per mile of single track, not including sidings, Cost of Equipment. Number of horses 292, cost,	3. Total cost to this company of all railways		
(Estimated cash cost, Average cost per mile of single track, not including sidings, Cost of Equipment. Number of horses 292, cost,			
1. Average cost per mile of single track, not including sidings, 26,080 82 Cost of Equipment. 5. Number of horses 292, cost,			\$160.397 OP
cluding sidings, 26,080 82 Cost of Equipment. 5. Number of horses 292, cost,			#100,001 O
26,080 82 Cost of Equipment. 5. Number of horses 292, cost,	cluding sidings		
Cost of Equipment. 5. Number of horses 292, cost,	ordanik ordinko,	06 000	ΘΩ .
5. Number of horses 292, cost,		350,000	0.6
	Cost of Equipment.		
	25. Number of horses 292, cost	2 46 074	RR
00,200 24			
	or remove or ours out today	00,200	6/1
e n	20		

			=		=
27.	Number of other vehicles 15, cost,				
28.	Other articles of equipment,	\$25,070	70 -		
	Land owned by company needed in operating				
	road,	41,328	62		
30.	Buildings owned by company needed in operat-	1 4 6 0 0 0 0			
	ing road	100,957	90	5004 POO	-
51.	Total cost of equipment			271,690	200
32.	Average per mile of single track operated, not	96 116	59		
22	TOTAL COST OF RAILWAY AND EQUIPMENT,	26,116	00	432,087	26
	Land and buildings not used in operating road,	-		-	-
	Other property owned by company not needed				
	for operating road, specifying the same, .	-		-	
	TOTAL AMOUNT OF PERMANENT INVESTMENTS,			432,087	3
37.	Amount of sinking funds in hands of trustees,	-		-	
Ext	enditures Charged to Capital Account for the Year.	19			
	Extension of tracks,	\$20,855	46		
	New horses,	7,204			
10.	New cars and other vehicles,	25,036			
	Land,	-	· .	-	
42.	Buildings,	11,097	57		
43.	Total,	APPEAR TO THE PERSON NAMED IN		\$64,194	0
		1014			
	Revenue for the Year.	(p.c.)			
14.	Received from passengers on railways operated	4			
	by this company, and for tickets sold,	\$194,263	02		
15.	Received from other railways, as tolls or rent,				
	specifying amount from each,	-		-	
	Received for mails,	- 204	en.	-	
	Received for sales of manure,	804		2105 067	-
	Total earnings,	120		\$195,067	Đ,
	TOTAL INCOME to lessee,	12.		-	
51.	TOTAL INCOME to company			195,067	55
52,	Percentage of income to capital stock and debt,	45.03			
	Percentage of income to total means expended				
	in construction, equipment and purchase, .	45.03			
1	Expenses of Operating the Railway for the Year.				
	Repairs of road-bed and track,	\$3,069	56		
	Repairs of cars and other vehicles, harness and				
	horseshoeing,	12,683			
	Repairs of buildings,	1,100			
01.	Keeping good the stock of horses,	600	00		
90.	Wages and salaries of all persons employed, ex-				
	cepting president, treasurer and superintendent, and their clerks,	85,191	41		
59.	Provender,	35,051			
	United States taxes	-	00	-	
	State taxes,	1,677	94		
	Local taxes,	1,106			
	Rent and tolls paid other companies for use of				
	their roads, specifying amount to each:-	215			
	Metropolitan Railroad Company,	4,392	39		
54.	Amount paid other companies for use of bridges				
	and ferries, specifying amount to each,	0.055	40	-	
0=	Insurance, Damages for injuries to persons,	2,057	48		
65.	Damages for injuries to persons	7		-	
66.					
66.	General salaries and office expenses, and all				
66.	General salaries and office expenses, and all other expenses except interest not included	15.081	25		
66. 67.	General salaries and office expenses, and all	15,081		\$162,011	30

en Dam	-:1-				3						
69. Per mile of sidings,	guigié guigié	3 trac	r obe) BJBTE	u, no	t inc	uamg	\$15	,573	59	
70. Percentage	of ex	nense	e to	incor	ne.	•	• •	83.05	,010	02	
_		_				•					
No. 71. Total net inc		ome, I		-		,	on los				
sees' acco			por u	ing c	apene	, P	or 100-	i			_
72. Total net is		above	• ор	eratin	g ex	pense	s, per				
company					•	•	; · ;	\$33	,056	22	
73. Percentage debt, .	•							7.63			
74. Percentage											
pended is	1 con	struct	ion,	equi	pmen	it an	d pur-	7.64			
chase, 75. Paid for int	arest.	•	•	•	•	•			,730	61	
75. Paid for int 76. Paid in divi	dend	s. 9 pe	r ce	nt. fo	r the	vea			,024		
77. Balance for	the y	rear, o	r su	rpius	,	:	`. .	1	,301	61	
78. Surplus at o	ommo	encen	ient	of ye	ear,	•		19	,175	23	A00 480
79. Total surplu 30. Paid to sink	8, . ring f	nnde	in he	· nda	of tm	netoo		l _			\$20,476
o. I ald to sine	ang t	unus .	ш ш	anus (01 141	usvec	· ·	-			_
Geneval	Peler	nee 93			win a	~ A		Septemi	· 9/	1	974
Gettelet	Dalai	100 01	.001	BE OIL	Di Di		oounus,	pehremi	MET O	<i>,</i> 1	012.
Real estate, .	•										\$142,286
Track,			-			-					140,446
Construction,	-	•	•	·	•	•	·		Ī		19,950
Horse account,	·	·	·	·	· ·	•	•		·	·	46,074
Equipment, .	·	•	•	•	•	•	•	• •	•	٠	25,070
Car account, .	•	•	•	•	•	•	•	• •	•	•	58,258
M at erials, iron,		· 1 arei	in an	d en	ndrw ndrw	•	nnta	• •	•	•	23,411
Cash,	*******	., B.a.		iu bu	uuiy	acco	ши,	• •	•	•	1,731
,	•	•	•	•	•	•	•	• •	•	•	
					~						\$457,229
~					CF	l.		***		~~	
Capital stock,	•	•	•	•	•	•	•	-	,000		
Income,	_		•				-	O.	,476		
	•						•		•		
Bond account,			• •						,000	00	
Bond account, Notes payable,	•	•	•		•	•		. 74	•		
•	outst	andin	 g,	•	•	•	•	. 74	,000	49	
Notes payable,	outst	andin	g,	:	•	:	:	. 74	,000 ,217	49	\$457,229
1. Length of owned because the count of Grove Hall to Cornhiley Street 2. Length of 3. Length of 5.	Descringle y con ines each to Te to Te ailwasingle	iption traclapany of tr emple ennis emple y laid	of E k, no , wi ack Place Stree	ot ind th de and e; V et to ce. h do	cludin scrip bran Vood! Corn	ng si otion ncheo bine shill	of its s, and Street Dud-	. 74	miles	49 65 —	\$457,229
1. Length of owned because the several length of Grove Hall to Cornhiley Street 2. Length of o	Descringle y con ines each to Te to Te ailwasingle	iption traclapany of tr ,* emple ennis emple y laid	of I k, no c, with eack Place Stree Place Place with	ot ind th de and 	eludin scrip bran Vood! Corn able d in	ng si otion ncheo bine hhill tracl	of its s, and Street Dud-	. 74 . 159 . 3	miles	49 65 —	\$457,229

[•] Length in all cases to be given in miles and decimals.

5. Aggregate length of switches, sidings, &c., except main track and branches, 6. Total length of track, measured as single track,	.350 mile. 6.500 miles.
7. Total length of track paved, 8. Weight of rail per yard, and description of rail,	5.870 miles. 48 lbs., wrought iron.
9. Length of railway belonging to other compa- nies, measured as single track, not including	40 lbs., wrought from
sidings, &c., operated by this company, with description of same,	4.253 miles.
0. Total length of single track, not including sid-	
ings, &c., operated by this company,	10.403 miles.
Miles Run, &c.	
Total number of miles run during the year, Average cost per mile run,	25.68 cents. 630,896
3. Total number of passengers carried in the cars, 4. Total number of round trips for the year,	3,831,429 91,446
5. Average number of passengers per round trip, .	41.9
6. Rate of speed adopted, including stops,	6 miles per hour.
7. Number of persons regularly employed by company,	170
8. Number of persons regularly employed by les-	
19. Rates of fare,	6cts. single; tickets, 5cts

List of Accidents in Massachusetts.

				RES REYOND M CONTROL.	FROM THREE DUOT OR CA	T ot al.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			-	-	-	1	_	1
Employés, .			-	-	-	-	-	-
Others, .	•	•	-	-	-	3	-	3

Statement of each Accident.

January 11, 1873.—A child was running on the track behind a car; in attempting to cross the street was struck by the horses of a car passing in opposite direction, and slightly bruised.

June 26.—A child running across the street was struck by the horses attached to a car and slightly bruised.

August 17.—A newsboy having been selling papers in the car, jumped from front platform while the car was in motion, fell, was run over, and his leg was broken.

MOODY MERRILL, SAMUEL LITTLE, CHAS. J. HAYDEN, S. S. ROWE, J. H. CHADWICK,

Directors of the Highland Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, November 2, 1874. Then personally appeared Moody Merrill, Samuel Little, Charles J. Hayden, S. S. Rowe, and, on the 4th day of November, Jos. H. Chadwick, and severally made oath to the truth of the foregoing statement by them subscribed.

THOS. WM. CLARKE, Justice of the Peace.

Proper Address for the Company.

HIGHLAND STREET RAILWAY COMPANY, BOSTON.

Name and Residence of Officers.

Moody Merrill, President; Samuel Little, Treasurer; Julius E. Rugg, Super-intendent,—all of Boston.

Directors.—Donald Kennedy, Joseph H. Chadwick, Moody Merrill, Charles J. Hayden, Jacob Pfaff, Solomon S. Rowe, Samuel Little, Edward Thompson,—all of Boston.

OF THE

LOWELL HORSE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock and Debts.	allier deni	
 Capital stock authorized by charter, Capital stock authorized by votes of company, Capital stock paid in, 	\$100,000 00 100,000 00 93,100 00	
 Capital stock paid in per mile of railway owned by company, Capital stock issued (par value of shares, \$100), FUNDED DEBT, due per ceut., interest, 	19,101 35 80,300 00 None.	
9. Unfunded debt incurred for construction, equipment or purchase,	4,500 00	84,500 00
11. Amount of debt per mile of railway owned by by company, 12. Amount of income expended in construction,	923 27	
equipment and purchase,. 13. Total means expended in construction, equip-	833 13	02 422 15
ment and purchase,	113	98,433 13
Cost of Railway.	1.80	
Railways and Branches built by Company. 15. Grading and paving, 16. Track, including timber, rails, &c., and laying, 17. Interest during construction, commissions, dis-	\$16,416 99 47,500 35	
counts, &c., allowed to contractors and others, 18. Engineering, agencies, salaries and other ex-	69 97	
penses during construction, 19. Total cost of construction, 20. Average per mile of single track built by company, not including sidings, &c.,	168 30 13,162 83	\$64,155 61
Other Railways and Branches purchased. [None.]	1	
23. Total cost to this company of all railways built and purchased, (Estimated cash cost,)		64,155 61
24. Average cost per mile of single track, not including sidings,	13,162 83	
Cost of Equipment.		
25. Number of horses, 48, cost,	\$8,002 80 12,002 89 2,603 75	
28. Other articles of equipment,	2,170 96	

29. Land owned by company needed in operating		
road,	\$4,000 00	
ing road,	4,372 82	\$33,153 22
31. Total cost of equipment,		\$00,100 AA
including sidings, &c.,	6,802 05	000 000 00
33. TOTAL COST OF RAILWAY AND EQUIPMENT, 34. Land and buildings not used in operating road,	None.	97,308 83
35. Other property owned by company not needed	1101101	
for operating road, specifying the same,	None.	
36. TOTAL AMOUNT OF PERMANENT INVESTMENTS, 37. Amount of sinking funds in hands of trustees, .	97,308 83 None.	
Expenditures Charged to Capital Account for the Year.		
38. Extension of tracks,	\$12,700 00	
39. New horses,	Nothing.	
40. New cars and other vehicles,	17 25 Nothing.	
42. Buildings,	Nothing.	
43. Total,	ū	\$12,717 25
· Revenue for the Year.		
44. Received from passengers on railways operated	\$28,289 90	
by this company, and for tickets sold, 45. Received from other railways, as tolls or rent,	4 20,203 30	
specifying amount from each,	Nothing.	
46. Received for mails,	Nothing.	
47. Received for sales of manure,	594 00 28,883 90	
49. Income from other sources,	432 99	
50. TOTAL INCOME to lessee,	-	-
51. Total income to company,	29,316 89 30.04	
53. Percentage of income to total means expended		
in construction, equipment and purchase, .	30.13	
Expenses of Operating the Railway for the Year.		
54. Repairs of road-bed and track,	\$905 88	
55. Repairs of cars and other vehicles, harness and horse-shoeing,	2,793 37	
56. Repairs of buildings,	51 96	
57. Keeping good the stock of horses,	885 00	
58. Wages and salaries of all persons employed, ex- cepting president, treasurer and superintend-		
ent and their clerks,	10,384 48	
59. Provender,	9,196 38	
60. United States taxes,	226 22	-
61. State taxes,	99 38	
65. Insurance,	437 50	
66. Damages for injuries to persons,	602 16	
67. General salaries and office expenses, and all other expenses, except interest, not included above,	3,491 57	
68. Total expenses of operating,	9102 01	\$29,073 90
69. Per mile of single track operated, not including sidings, &c.,	5,965 10	
70. Percentage of expenses to income,	99.17	
Net Income, Dividends, &c.		
71. Total net income above operating expenses, per les-		
see's account,	-	-

pany's accordance of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contr	f net i	inco inco ucti p ir, o men	ome to on, ec	to to to quipont. fo	ital tal ment	stoc mean and year	k and ns ex l pur ir,	i	Notl	ing.	50	Nothing.
General B	alance	She	et at	Closi	ing o	f Ac	counts	, 80	ptem	ber 3	0, 1	874.
					DR.							
Construction,				9.				2	- 2			\$64,155 61
Equipment, .		3	4			-						33,153 22
Manure on hand,												250 00
Swine on hand,												60 00
Provender, &c., o												104 50
Unexpired insura										1		145 50
Bills receivable,												85 20
Cash on hand,		8			0					33	000	382 75
ousir ou manny				*	-				7		-	004 10
Capital paid in, Debt, Unredeemed ticks					Cr.	•	:	•		3 ,100 4,500 444	00	
Profit and loss,			•	•	:	:	:	:		291		
10110 6114 1000)	•	•	•	•		•	•		_			\$98,336 78
1. Length of sin owned by several lin- length of e Belvidere to B	comp es of ach,*	rack any, tra cke hery	, not with ck a t Fall	incl des nd s,	udin cript bran	ion	of its		1.824 1.263 1.053	mile mile mile mile	8. 8.	

Length in all cases to be given in miles and decimals.
 α Total surplus (as shown by balance sheet), \$291.86.

9. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,	None. 4.874 miles.
Miles Bun, &c.	
 Total number of miles run during the year, Average cost per mile run, Total number of passengers carried in the cars, Total number of round trips for the year, Average number of passengers per round trip, Rate of speed adopted, including stops. Number of persons regularly employed by company, 	27.57 cents. 503,330 13,578 5 miles per hour.
18. Number of persons regularly employed by lessee, 19. Rates of fare,	- 4, 5 and 6 cents.

List of Accidents in Massachusetts.

				CONTROL.	FROM THEIR DUCT OR CA	TOTAL.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers,	•	•	_	_	1	1	1	1
Employés, . Others, .	•	•	_	ŀ -	-	-	i -	ļ -
Others, .	•	•	-	1	-	-	-	1

Statement of Each Accident.

April 13, 1874.—One Fitzgerald was thrown from his carriage by collision with a pair of runaway car horses, and received injuries supposed to be slight.

May 24.—Geo. W. Sanborn slipped from the front platform of a car and injured one of his feet seriously. He acquitted the company of all blame.

July 4.—A lad riding on the step of a front platform, contrary to the conductor's warning, received a fatal injury by a fall. No blame was attached to the company.

WM. E. LIVINGSTON,
W. F. SALMON,
JOHN A. GOODWIN,

Directors of the Lowell Horse Railroad.

COMMONWEALTH OF MASSACHUSETTS.

•MIDDLESEX, ss. November 4, 1874. Then personally appeared William E. Livingston, William F. Salmon, and John A. Goodwin, and severally made oath to the truth of the foregoing statement by them subscribed.

CHARLES F. TILTON, Justice of the Peace.

Proper Address for the Company. LOWELL HORSE RAILROAD COMPANY, LOWELL, MASS.

Name and Residence of Officers.

Wm. E. Livingston, President; Wm. F. Salmon, Vice-President; John A. Goodwin, Clerk and Treasurer; Robert Cunningham, Superintendent,—all of Lowell.

Directors.—Wm. E. Livingston, Wm. F. Salmon, John A. Goodwin, Albert Wheeler,—all of Lowell; George N. Kennedy, T. B. Fitch, E. P. Hopkins,—all of Syracuse, N. Y.

OF THE

LYNN & BOSTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$200,000 00 .
2. Capital stock authorized by votes of company,	200,000 00
3. Capital stock paid in,	200,000 00
4. Capital stock paid in per mile of railway	17 001 00
owned by company,	17,021 28
5. Capital stock issued (par value of shares \$100),	200,000 00
6. FUNDED DEBT, due Jan. 1, 1885, 6 per cent.	26 500 00
interest,* 9. Unfunded debt, incurred for construction, equip-	36,500 00 .
ment or purchase,	57,609 29
10. Total amount of debt, †	\$94,109 29
11. Amount of debt per mile of railway owned	401,100 20
by company,	8,009 30
12. Amount of income expended in construction,	,,,,,,
equipment and purchase,	41,296 11
13. Total means expended in construction, equip-	,
ment and purchase,	. 291,296 11
14. Number of stockholders,	118
Cost of Railway.	
•	
Railways and Branches built by Company.	
15. Grading and paving,	Contracts were made at
17. Interest during construction, commissions, dis-	various times during
counts, &c., allowed to contractors and oth-	construction, embrac-
ers,	ing all these items, and
18. Engineering, agencies, salaries and other ex-	separation is impossi-
penses during construction,	ble.
19. Total cost of construction,	\$181,960 11
20. Average per mile of single track, built by com-	,
pany, not including sidings, &c.,	15,485 97
Other Railways and Branches purchased.	
[None.]	•
23. TOTAL COST to this company of all railways	
built and purchased,	181,960 11
(Estimated cash cost, .)]
24. Average cost per mile of single track, not includ-	
ing sidings,	15,485 97
	<u> </u>
* Sinking fund reduces this. See No. 37.	
† Funded debt (as at No. 6), \$50,000, less sinking fund (No.	
Unfunded debt, incurred for equipment,	
2	
	\$94,109 2

=		_	=	=	_		=	1	_		=
	Cost of 1	Equipn	nent.								
25	Number of horses 241	cost.		0.5	1	100	7	\$32,535	00		
	Number of cars 37, co							32,300			
27.	Number of other vehi	cles.		ost.	100			5,530			
28.	Other articles of equi	pmen	t.		1		100	11,061			
29.	Number of other veh Other articles of equi Land owned by com road,	pany	nee	ded	in op	erati	ng	1			
30.	Buildings owned by e	ompa	ny 1	need	ed in	oper	at-	27,910	00		
31	Total cost of equipment						-	2		\$109,336	n
	Average per mile of		tre	nelr	onera	ted 1	not			\$100,000	
00.	including sidings,			ack.	opera	ectry 1	uot.	6,761	RS.		
33	TOTAL COST OF RAIL			FO	при	TYS		0,, 01	-	291,296	+
	Land and buildings n						he	None.		201,200	-
	Other property owner							2101101			
	for operating road,						LCC	None.			
36	TOTAL AMOUNT OF I						TS	Tione.		291,296	1
	Amount of sinking fu							13,500	00	201,000	-
٠	Amount of amang it	muo .		MILL	3 01 0	uote	, co,	10,000	00		
Ex	penditures Charged to C	apital	Acc	ount	for t	he Y	ear.				
38.	Extension of tracks,			00				Nothing.			
	New horses,		16	141			-	\$270	00		
	New cars and other ve	ehicle	8.					2,000			
41.	Land,							1			
	Buildings,							Nothing.			
	Total,							\$2,270	00		
	Less property sold,					*		207			
	Net addition, .				*			\$2,062	52		
	Revenue fo	r the	Yes	r.				No. of Street, or other Persons			
44.	Received from passen		-		vs of	perat	ed		-1-		
	by this company, a							\$167,484	87		
45.	Received from other							4	-		
	specifying amount						1	Nothing.			
46.	Received for mails,							50	00		
	Received for sales of	nanur	re.				- 1	1,205			
	Total earnings, .		7					168,740			
49.	Income from other sor	irces.			- 5		3.	165			
50.	TOTAL INCOME to less	ee.						-		-	
51.	TOTAL INCOME to less TOTAL INCOME to con	pany.	1				-34	168,905	34		
52.	Percentage of income	to car	oital	sto	ck an	d del	bt.	57.43			
	Percentage of income							0.710			
	in construction, equ							57.98			
,	Expenses of Operating t	he Ra	ilwa	y fo	r the	Year					
								60.454	20		
55.	Repairs of road-bed a Repairs of cars and of	her v	ehic	eles,	harn	ess a	nd	\$9,454	90		
	horseshoeing, .							17,606	88		
56.	Repairs of buildings,							935			
57.	Keeping good the stoc	k of l	ors	es,			.	4,705			
58.	Wages and salaries of cepting president, t	all pe	rsor	18 er					25		
			01 8	unu i	aper	nten	u-	£1,000	14		
50	ent, and their clerk	,		4				54,098			
327.	Provender,							34,520	70		
	United States taxes,		1		1.0			Nothing.			
60.	State taxes,						1.1	Nothing.	00		
60. 61.											
60. 61. 62.	Local taxes,	hon -	oppor	· nnt	in for		· i	446	00		
60. 61. 62.							of	18,280			

Boston & Chelsea, \$8,800 00		
Middlesex, 5,625 35		
Winnisimmet, 3,600 00		
Metropolitan, 255 19	1	
54. Amount paid other companies for use of bridges and ferries, specifying amount to each,	Nothing.	
65. Insurance,	\$1,276	69
66. Damages for injuries to persons,	231	31
67. General salaries and office expenses, and all	1	
other expenses except interest not included		
above,	13,031	73
68. Total expenses of operating,	154,586	44
69. Per mile of single track operated, not including		
sidings, &c.,	9,560	08
70. Percentage of expenses to income,	91.52	
Net Income, Dividends, &c.	1	
	†	
71. Total net income above operating expenses, per les-		
see's account,	_	_
72. Total net income above operating expenses, per com- pany's account,	• \$14,318	00
73. Percentage of net income to capital stock and		90
debt	4.87	
74. Percentage of net income to total means ex-	4.07	
pended in construction, equipment and pur-		
chase,	4.91	
75. Paid for interest	5,629	20
76. Paid in dividends, per cent. for the year,	Nothing.	04
	8,689	59
	5,766	
77. Balance for the year, or surplus,		
77. Balance for the year, or surplus,	9 (3-3-3	
77. Balance for the year, or surplus,	2,922 1,000	

					Dr.								
Construction, .												\$181,960	11
Equipment,—													
Real estate,	, .		•						\$27	,910	00		
Horses,		. '							32	,535	00		
General,		•			•				48	,891	00		
									_			109,336	00
Sinking fund,		•				•.			•			13,500	00
Cash,		•		•								5,328	98
Bills receivable,		•										406	81
													
												\$310,531	90
					Cr.								
Capital stock,									\$200	,000	00		
Bonds,									50	,000	00		
Floating debt,-										•			
Notes payal	ble,					\$23	286	25					
Bills payab	le,					30	,876	81					
Tickets out	stan	ding,				3	,446	23					
		σ.		•					57	,609	29		
Profit and Loss,				•					2	,922	61		
•											_	\$310,531	90

_		
	Description of Railway.	
2. 3. 4. 5. 6. 7. 8. 9.	Length of single track, not including sidings, owned by company, with description of its several lines of track and branches, and length of each, Lynn & Boston, Branch in Lynn, Branch to Chelsea Bench, Length of railway laid with double track, Length of single track operated in one direction only, Length of single track operated in both directions, Aggregate length of switches, sidings, &c., except main track and branches, Total length of track, measured as single track, Total length of track paved, Weight of rail per yard, and description of rail, Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same, Boston & Chelsea, Winnisimmet, Total length of single track, not including sidings, &c., operated by this company,	11.75 miles. 9.75 miles. 1 mile. 1 mile. None. None. 11.75 miles87 mile. About 1.45 miles. 4 45 lbs. per yard, and 4 25 lbs. yard; rolled iron. 4.42 miles. 2.17 miles. 2.25 miles.
	Miles Run, &c.	
12. 13. 14. 15. 16. 17.	Total number of miles run during the year, Average cost per mile run, Total number of passengers carried in the cars, Total number of round trips for the year, Average number of passengers per round trip, Rate of speed adopted, including stops, Number of persons regularly employed by company, Number of persons regularly employed by lessee, Rates of fare,	31.55 cents. 2,262,982 39,345 57.51 6 miles per hour. 102 From 4 to 25 cents.

[•] Lengths in all cases to be given in miles and decimals.

List of Accidents in Massachusetts.

			SES BEYOND M CONTROL.	FROM THEIR DUCT OR C.	TOTAL.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		-	1	-	1	_	2
Employés, .		-	-	-	-	_	-
Others, .	•	-	-	-	-	-	-

Statement of Each Accident.

August 31, 1874.—A woman stepped from a car before it had fully stopped, fell to the ground, and was somewhat injured.

September 8.—A young man, while riding on the front platform of a car, was slightly injured by a kick from one of the horses.

BENJAMIN H. DEWING, BENJ'N P. WINSLOW, MARK HEALEY, A. A. BREED, E. F. OLIVER,

Directors of the Lynn & Boston Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, October 31, 1874. Then personally appeared Benjamin H. Dewing, Benjamin P. Winslow, Mark Healey, A. A. Breed, E. F. Oliver, and severally made oath to the truth of the foregoing statement by them subscribed.

THOS. P. PROCTOR, Justice of the Peace.

Proper Address for the Company.

LYNN & BOSTON RAILROAD COMPANY, Boston, Mass.

Treasurer's office, No. 73 Cornhill.

Name and Residence of Officers.

Benjamin H. Dewing, Revere, President; E. F. Oliver, Boston, Treasurer and Clerk.

Directors.—Benjamin H. Dewing, Revere; A. A. Breed, Mark Healey, Lynn; William Sprague, John Reed, E. F. Oliver, Benjamin P. Winslow, T. P. Proctor, Boston.

OF THE

LYNN CITY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874."

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$25,000 00	
2. Capital stock authorized by votes of company,	15,000 00	
3. Capital stock paid in,	12,375 00	, dan
4. Capital stock paid in per mile of railway	20,000	V
owned by company,	10,399 16	But -
5. Capital stock issued (par value of shares \$100),	6,200 00	-
6. FUNDED DEBT, due , per cent. interest,	0,200 00	
9. Unfunded debt, incurred for construction, equip-	HIII (2.772.7	
ment of purchase,	8,713 84	and the same
10. Total amount of debt.	0,710 04	\$8,713 84
11. Amount of debt per mile of railway owned		doling or
by company,	7,322 55	
12. Amount of income expended in construction,	1,000 00	
equipment and purchase,	7.2	2.2
	-	
13. Total means expended in construction, equip-		20,533 84
ment and purchase,	30	20,000 04
14. Number of stockholders,	90	
Cost of Railway.		
Railways and Branches built by Company.		
15. Paving,	\$221 06	
16. Track, including timber, rails, &c., and laying,	12,677 23	
17. Interest during construction, commissions, dis-	242.0	
counts, &c., allowed to contractors and oth-		
ers,	None.	
18. Engineering, agencies, salaries and other ex-	210401	
penses during construction,	-	-
19. Total cost of construction,		\$12,898 29
20. Average per mile of single track built by com-		grajova as
pany, not including sidings, &c.,	10,838 90	
Pany) and antinome comment area,	20,000.00	
Other Railways and Branches purchased.		
[None.]		
F-1420.7		
23. Total cost to this company of all railways		
built,	12,898 29	
(Estimated cash cost, .)	24,000 80	
24. Average cost per mile of single track, not includ-		
ing sidings,	10,838 90	
me animes,	10,000 00	

 $^{^{}ullet}$ This railway was completed in September, and was in operation but five days previous to the date of the report.

Cost of Equipment.	
25. Number of horses 11, cost,	\$1,525 00
26. Number of cars 4, cost,	3,881 50
27. Number of other vehicles , cost,	None. 156 97
29. Land owned by company needed in operating road,	None.
30. Buildings owned by company needed in operat-	21020
ing road,	2,617 28
31. Total cost of equipment,	8,180 75
including sidings, &c.,	4,507 30
33. TOTAL COST OF RAILWAY AND EQUIPMENT,	\$21,079 04 • None.
34. Land and buildings not used in operating road, 35. Other property owned by company not needed	, Hone.
for operating road, specifying the same, .	· · ·
36. Total amount of permanent investments, 37. Amount of sinking funds in hands of trustees,	21,079 04 None.
Expenditures Charged to Capital Account for the Year. [Included in "Construction," No. 19.]	
Revenue for the Year.	
44. Received from passengers on railways operated	
by this company, and for tickets sold [five	
days in operation],	\$162 09
48. Total earnings [5 days],	162 09
50. TOTAL INCOME to lessee,	
51. TOTAL INCOME to company,	162 09
52. Percentage of income to capital stock and debt,53. Percentage of income to total means expended	0.77
in construction, equipment and purchase, .	0.77
Expenses of Operating the Railway for the Year.	
[Five days.]	
58. Wages and salaries of all persons employed, excepting president, treasurer and superintend-	
ent, and their clerks,	\$35 . 00
59. Provender,	35 00
63. Rent and tolls paid other companies for use of their roads, specifying amount to each,	Not agreed upon.
64. Amount paid other companies for use of bridges	1100 agrood apon.
and ferries, specifying amount to each,	A 40.00
65. Insurance,	\$4 0 00
other expenses except interest not included	
above,	\$110 00
69. Per mile of single track operated, not including	\$110 00
sidings, &c.,	66 67
70. Percentage of expenses to income,	67.90
Net Income, Dividends, &c.	
71. Total net income above operating expenses, per lessee's account,	
72. Total net income above operating expenses per com-	Ar o. 00
pany's account,	\$52 09 52 09
78. Surplus at commencement of year,	
79. Total surplus, 80. Paid to sinking funds in hands of trustees,	\$ 52 09
co. I am to sinking funds in names of trustees, .	

General Balance Shoot at Cleang of Accounts, September 30, 1874.

Dr.	
Construction account,	\$12,598 29 2,617 28 1,595 00 3,881 50 156 97 9 80
Capital stock,	\$12,375 00 7,384 03 1,329 81 \$21,088 84
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches, and length of each.* 2. Length of railway laid with double track, 3. Length of single track operated in one direction only. 4. Length of single track operated in both directions, 5. Aggregate length of switches, sidings, &c., except main track and branches, 6. Total length of track measured as single track, 7. Total length of track paved, 8. Weight of rail per yard, and description of rail, 9. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same [Lynn & Boston R. R.], 10. Total length of single track, not including sidings, &c., operated by this company,	1.190 miles, None. None. 1.190 miles038 mile. 1.228 miles189 mile. 35 lbs., street rail625 mile. 1.815 miles.
Miles Run, &c. 16. Rate of speed adopted, including stops, 17. Number of persons regularly employed by company, 18. Number of persons regularly employed by lessee,	5 miles per hour.
19. Rates of fare,	6 cts. single; or, 5 tickets for 25 cents.

^{*} Lengths in all cases to be given in miles and decimals.

WILDER S. THURSTON,
J. BULFINCH,
THOS. S. BATES,
M. V. B. MOWER,
ISAAC NEWHALL,
B. DUPAR,

Directors of the Lynn City Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. LYNN, November 30, 1874. Then personally appeared Wilder S. Thurston, J. Bulfinch, Thomas S. Bates, M. V. B. Mower, Isaac Newhall, B. Dupar, and severally made oath to the truth of the foregoing statement by them subscribed.

E. BECKFORD, Justice of the Peace.

Proper Address for the Company.

LYNN CITY STREET RAILWAY COMPANY, LYNN, MASS.

Name and Residence of Officers.

Wilder S. Thurston, President and Treasurer, Lynn; M. V. B. Mower, Socretary, Lynn.

Directors.—Isaac Newhall, John Mudge, Benjamin Dupar, J. Bulfinch, J. B. Lamper, Thomas S. Bates, Henry C. Jewett,—all of Lynn.

OF THE

MALDEN & MELROSE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated by the Middlesex Railroad Co.]

Capital Stock and Debts.	THE RESERVE	12.
1. CAPITAL STOCK authorized by charter,	\$200,000 00	S-4
2. Capital stock authorized by votes of company,	165,500 00	FORMULA
3. Capital stock paid in,	165,500 00	O'V
4. Capital stock paid in per mile of railway	and have no	7
owned by company,	47,285 71	
5. Capital stock issued (par value of shares), .	165,500 00	
6. FUNDED DEBT, due , per cent. interest,	15,000 00	
9. Unfunded debt, incurred for construction, equipment or purchase,	,20,000 00	
10. Total amount of debt,		\$15,000 00
11. Amount of debt per mile of railway owned	L.C.	410,000 0
by company,	4,285 71	0. 4
12. Amount of income expended in construction,	4,200 /1	
equipment and purchase,	None.	
13. Total means expended in construction,	None.	CO 040 40
14. Number of stockholders,	51	60,246 48
14. Number of stockholders,	51	
Cost of Railway.		
Railways and Branches built by Company.		
19. Total cost of construction,		\$60,246 48
20. Average per mile of single track built by com-		400,010 1
pany, not including sidings, &c.,	\$17,213 28	
Other Railways and Branches purchased. [None.]		
23. TOTAL COST to this company of all railways		No. of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of
built and purchased,		\$60,246 4
(Estimated cash cost, .)		
24. Average cost per mile of single track, not includ-	Mary Lucio at 1	
ing sidings,	\$17,213 28	
Cost of Equipment.	*	
[No equipment.]		
36. Total amount of permanent investments,	\$60,246 48	
Revenue for the Year.		
[None.]		
Net Income, Dividends, &c.		
79. Total deficit,		\$120,253 56

General Balance Sheet at Closing of Accounts, September 30, 1874.

					DR								
Construction, .	٠.	•	•	•	•	•	• .	•	•	•	•	\$60,246	
Deficit,	•	•	•	•	•	•	•	•	•	•	•	120,253	52
												\$180,500	00
					CR								
Capital stock,	•	•	•	•	•	•	•	•	\$165	•			
Mortgage debt,	•	•	•	•	•	•.	•	•	15	,000	-00	\$180,500	00
•												\$ 100,000	•
	\	41	- D										
	Descrip							ł					
 Length of si owned by several lilength of 2. Length of rist of si tion only, Length of si tions, Aggregate it cept main 6. Total length Weight of rest 	y compines of each, ailway ingle of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of tra	pany of tr y laid track track of sy k and ack,; ack;	, wit ack l wit c ope witch l bra meas paved, and	h de and h douerated nes, suche ured d, d des	scrip bran able id in h idings, as sin	tion iches track one oth s, &	of its, and direction, extrack	8	3.500 n None. - All. - 33, 45	and	3	- 3.500 mile 1.136 mile 1bs., rol	B8.
[Included in			un, 6 Mid		x R.	R. C	o. T	1					
							·· ,						

^{*} Length in all cases to be given in miles and decimals.

J. E. M. GILLEY, J. H. McFARLAND, Directors of the Malden & Melrose Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 4, 1874. Then personally appeared John E. M. Gilley and James H. McFarland, and severally made oath to the truth of the foregoing statement by them subscribed.

THOMAS E. BARRY, Justice of the Peace.

Proper Address for the Company.

MALDEN & MELROSE RAILROAD COMPANY, Boston, Mass.

Name and Residence of Officers.

Directors.—William J. Eames, President; John E. M. Gilley, Treasurer, Chelsea; James H. McFarland, Boston.

Note.—The road owned by this company was leased to the Middlesex Railroad Company for the term of fifty years from the date of its charter. The lessees were to pay the interest on the mortgage bonds, and pay the bonds at maturity; and after deducting from the net profits of running their road, together with the several roads they operate, the sum of nine per cent. per annum, then to pay the balance of said net profits to this company until the same shall equal an annual dividend of eight per cent. on 1,655 shares of its capital stock. Nothing has been paid to the company under this lease. The road is now in possession of the Middlesex Railroad Company under a second mortgage.—[Com.



OF THE

MEDFORD & CHARLESTOWN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated by the Middlesex Railroad Company.]

Capital Stock and Debts.		
1. Capital stock authorized by charter,	\$200,000 00	
2. Capital stock authorized by votes of company,	25,000 00	
3. Capital stock paid in,	21,000 00	
4. Capital stock paid in per mile of railway		
owned by company,	6,612 09	
5. Capital stock issued (par value of shares \$50),	21,000 00	
10. Total amount of debt,	None.	
11. Amount of debt per mile of railway owned		
by company,	_	-
2. Amount of income expended in construction,		
equipment and purchase,	13,600 00	
3. Total means expended in construction, equip-		A 0.4.000.00
ment and purchase,		\$34,600 00
4. Number of stockholders,	24	
Cost of Railway.		
Railways and Branches built by Company.		
9. Total cost of construction [\$22,600, less iron	İ	
sold, \$1,185.70],	i	\$21,414 30
O. Average per mile of single track built by com-		4 ,
pany, not including sidings, &c.,	\$6,742 54	
pany, not morating stamps, every	40,. 10 01	
Other Railways and Branches purchased.		
21. Somerville R. R., on Broadway, Somerville,		₩.
original cost , purchased at	12,000 00	
22. Total cost to this company of railways and	12,000	
branches purchased,		12,000 00
3. TOTAL COST to this company of all railways		12,000 00
built and purchased,		33,414 30
(Estimated cash cost, .)		m'ita m
4. Average cost per mile of single track, not in-		
	10 500 07	
cluding sidings,	10,520 87	
Cost of Equipment.	1	
[No equipment.]	1	
3. Total cost of railway,		\$33,414 30
6. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		33,414 30
7. Amount of sinking funds in hands of trustees,	-	
Expenditures Charged to Capital Account for the Year.		•
Capital account reduced by sale of iron,	\$1,185 70	
	V 2,255 70	
Revenue for the Year.	1	
1. Total income to company,	\$800 00	

52. Percentage of income to capital stock and debt,	2.31	
53. Percentage of income to total means expended in construction, equipment and purchase,	2,39	
Expenses for the Year.a		
61. State taxes [for printing],	\$20 00	\$20 0
sidings, &c.,	0.25	-
		-
Net Income, Dividends, &c. 11. Total net income above operating expenses, per	- 1	
lessees' account,	-	-
2. Total net income above operating expenses, per	\$780 00	
company's account,	\$100 00	
debt, . 4. Percentage of net income to total means ex-	2.25	
pended in construction, equipment and pur- chase,	2.33	
75. Paid for interest,	-	*
76. Paid in dividends per cent. for the year, .	- mon on	
77. Balance for the year, or surplus,	780 00 14,757 17	
	15,537 17	
General Balance Sheet at Closing of Accounts, S		874.
General Balance Sheet at Closing of Accounts, S		\$33,414 30
General Balance Sheet at Closing of Accounts, S DR.		\$33,414 3 3,122 8
General Balance Sheet at Closing of Accounts, S DR.		\$33,414 33 3,122 83 \$36,537 17
General Balance Sheet at Closing of Accounts, S DR. Construction,		\$33,414 36 3,122 83
General Balance Sheet at Closing of Accounts, S DR. Construction,	September 30, 1	\$33,414 3 3,122 8
General Balance Sheet at Closing of Accounts, S DR. Construction,	September 30, 1	\$33,414 3 3,122 8 \$36,537 19
Construction,	September 30, 1	\$33,414 36 3,122 83
Construction,	September 30, 1	\$33,414 3 3,122 8 \$36,537 19
Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Ca	September 30, 1	\$33,414 3 3,122 8 \$36,537 1
Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Ca	\$21,000 00 15,537 17	\$33,414 3 3,122 8 \$36,537 1
Cash, Cash, Cash, Cash, Cash, Cash, Capital stock, Income to construction, Profit and loss, Cash, Cash, Capital stock, Income to construction, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash, Cash	\$21,000 00 15,537 17	\$33,414 3 3,122 8 \$36,537 1

^{*} Length in all cases to be given in miles and decimals.

a The Medford & Charlestown Railroad is equipped and run by the Middlesex Railroad, at an annual rental of \$2,240.

- 5. Aggregate length of switches, sidings, &c., except main track and branches,
- 6. Total length of track, measured as single track,
- 7. Total length of track paved,
- 8. Weight of rail per yard, and description of rail,

3.176 miles.

.281 mile.

3.457 miles.

.359 mile.

Trail, 28 lbs. per yard; Trail, 33 lbs. per yard; street rail, 45 lbs. per yard; street rail, 30 lbs. per yard. All wrought iron.

Miles Run, &c.

[Included in report of Middlesex Railroad Co.]

NOTE.—The location of the Medford & Charlestown Railroad Company in Somerville has been revoked, and the track taken up by the town of Somerville. The location has also been revoked in the town of Medford and track removed.

LUTHER FARWELL, J. O. CURTIS, CHAS. CUMMINGS, GEO. B. GREEN, DANIEL W. LAWRENCE,

Directors of the Medford & Charlestown Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, 88. November 10, 1874. Then personally appeared Luther Farwell, Curtis, Cummings, Green and Lawrence, and severally made oath to the truth of the foregoing statement by them subscribed.

B. F. HAYES, Justice of the Peace.

Proper Address for the Company.

MEDFORD & CHARLESTOWN RAILROAD COMPANY, care of Luther Farwell, No. 413 Columbus Avenue, Boston.

Name and Residence of Officers.

Directors.—Luther Farwell, of Boston; James O. Curtis, Charles Cummings, George B. Green, Daniel W. Lawrence, of Medford.

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OF THE

MERRIMACK VALLEY HORSE RAILROAD COMPANY,

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$80,000 00)
2. Capital stock authorized by votes of company,	50,000 00	1
3. Capital stock paid in,	50,000 00	
4. Capital stock paid in per mile of railway		
owned by company,	.10,000 00	
5. Capital stock issued (par value of shares,),	50,000 00	
10. Total amount of debt,		None.
11. Amount of debt per mile of railway owned		0/2552
by company,	-	-
12. Amount of income expended in construction,		
equipment and purchase,	30,389 65	
13. Total means expended in construction, equip-	408,000.62	
ment and purchase,		80,389 65
14. Number of stockholders,	106	443000 00
	250	
Cost of Railway.		
Railways and Branches built by Company.		
15. Grading and paving,	\$2,000 00	
16. Track, including timber, rails, &c., and laying,	35,784 74	
17. Interest during construction, commissions, dis- counts, &c., allowed to contractors and oth-		
ers,	-	-
18. Engineering, agencies, salaries and other ex-		
penses during construction,	-	-
19. Total cost of construction,		\$37,784 71
20. Average per mile of single track built by com-		
pany, not including sidings, &c.,	7,556 94	
23. Total cost to this company of all railways		
built and purchased,		37,784 71
(Estimated cash cost, .)		4.00
24. Average cost per mile of single track, not in-		
cluding sidings,	7,556 94	
Cost of Positionest		
Cost of Equipment.	144 (25) 70	
25. Number of horses 54, cost,	\$9,327 30	
26. Number of cars 15, cost,	16,618 60	
27. Number of other vehicles 7, cost,	1,940 00	
28. Other articles of equipment,	3,225 22	
29. Land owned by company needed in operating		
road,	4,000 00	
30. Buildings owned by company needed in operat-		
ing road,	7,493 82	
31. Total cost of equipment,	42,604 94	
32. Average per mile of single track operated, not		
including sidings, &c.,	8,520 99	
3. TOTAL COST OF RAILWAY AND EQUIPMENT, .	80,389 65	

_			
34	Land and buildings not used in operating road,	_	_
		-	-
5 0.	Other property owned by company not needed	_	_
26	for operating road, specifying the same,	_	\$80,389 65
	TOTAL AMOUNT OF PERMANENT INVESTMENTS,	_	4 00,303 00
31.	Amount of sinking funds in hands of trustees,	-	-
	Revenue for the Year.		
44 .	Received from passengers on railways operated by this company, and for tickets sold,	\$35,170 65	
4 5.	Received from other railways as tolls or rent,	4/	
	specifying amount from each,	-	_
46.	Received for mails,	_	-
	Received for sales of manure,	560 00	
	Total earnings,	35,730 65	
	Income from other sources,	332 07	
	TOTAL INCOME to lessee,	_	_
51.	TOTAL INCOME to company,		\$36,062 72
52.	Percentage of income to capital stock and debt.	72.12	4 00,000 00
	Percentage of income to total means expended	1.0.2.0	
	in construction, equipment and purchase, .	44.86	
•	Expenses of Operating the Railway for the Year.		
	Repairs of road-bed and track,	\$4,4 78 90	
55.	Repairs of cars and other vehicles, harness and		
	horseshoeing,	3,729 18	
	Repairs of buildings,	42 85	
	Keeping good the stock of horses,	43 8 01	
58.	Wages and salaries of all persons employed, ex-		
	cepting president, treasurer and superintend-		
	ent, and their clerks,	11,803 •1	
59.	Provender,	8,372 94	
61.	State taxes,	435 05	
62.	Local taxes,	153 09	
65.	Insurance,	395 66	
66.	Damages for injuries to persons,	_	_
67.	General salaries and office expenses, and all other		
	expenses except interest not included above.	3,643 23	
68.	TOTAL EXPENSES OF OPERATING,	33,491 92	
	Per mile of single track operated, not including	,	
	sidings, &c.,	6,698 38	
70.	Percentage of expenses to income,	92.87	
	,		
	Met Income, Dividends, &c.	•	
71.	Total net income above operating expenses, per lessees' account,	_	_
72 .	Total net income above operating expenses, per	6 0 570 90	
73.	company's account,	\$2, 570 80	
	debt,	5.14	
74.	Percentage of net income to total means ex- pended in construction, equipment and pur-		
	chase,	3,20	
7 5.	Paid for interest,	127 50	
	Paid in dividends, per cent. for the year, .	-	
	Balance for the year, or surplus,	2,443 30	
	Surplus at commencement of year,	28,566 87	
	Total surplus,	31,010 17	
13.		,	
	Paid to sinking funds in hands of trustees, .	_	-

500 MERRIMACK VALLEY [ST.] RAILWAY. [Jan.

General Balance Sheet at Closing of Accounts, September 30, 1874. DR. Construction account, \$37,784 71 Equipment account, 21,783 82 Real estate account, 11,493 82 9,327 30 Horse account, Cash account, 620 52 \$81,010 17 CR. Stock account, \$50,000 00 31,010 17 Running receipts surplus, \$81,010 17 Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches, and length of each," 5 miles. The road extends from Methuen through Lawrence to North Andover, a distance of five 2. Length of railway laid with double track, 3. Length of single track operated in one direction only, 4. Length of single track operated in both direc-5 miles. tions, . 5. Aggregate length of switches, sidings, &c., except main track and branches, .303 mile. 6. Total length of track, measured as single track, 5.303 miles. 7. Total length of track paved, .947 mile. About 3 miles O'Brien rail, 19 lbs. to the yard, 8. Weight of rail per yard, and description of rail, and about 2 miles ' rail, 30 lbs. to the yard. 10. Total length of single track, not including sidings, &c., operated by this company, . 5 miles. Miles Run, &c. 11. Total number of miles run during the year, . . 210,210 16 cents. 502,420 14. Total number of round trips for the year, . 21,021 Average number of passengers per round trip, . Rate of speed adopted, including stops, 5 miles per hour. 17. Number of persons regularly employed by company, 18. Number of persons regularly employed by les-

5 to 15 cents.

see, . 19. Rates of fare,

[·] Length to be given in all cases in miles and decimals.

Others,

			ES BETOND CONTROL.	FROM THEIR DUCT OR CA	own Miscon- Relessness.	То	TAL.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		_	-	-	-	-	-
Employés, .		_	_	-	_	-	_

List of Accidents in Massachusetts.

Statement of each Accident.

Mr. Silver and wife were thrown from their carriage, and the car struck Mrs. Silver. She was injured by the fall in such way, and to such degree, as would have proved fatal had the car not touched her. The company was fully exonerated by the jury.

WM. A. RUSSELL, H. PLUMMER, JAMES W. WALTON, MOSES T. STEVENS.

Directors of the Merrimack Valley Horse Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. November 2, 1874. Then personally appeared William A. Russell, H. Plummer, James Walton and Moses T. Stevens, and severally made oath to the truth of the foregoing statement by them subscribed.

JAMES H. EATON, Justice of the Peace.

Proper Address for the Company.

MERRIMACK VALLEY HORSE RAILROAD COMPANY, LAWRENCE, MASS.

Name and Residence of Officers.

William A. Russell, *President*, Lawrence. *Directors*.—A. W. Stearns, H. Plummer, Lawrence; James Walton, Methuen; Moses T. Stevens, North Andover.

OF THE

METROPOLITAN RAILROAD COMPANY,

_					1		_		
	Capital Stock ar	d Debts.							
1. CAPITAL ST	OCK authorized	l by char	rter.		. 3	1,950,000	00		
	ck authorized			mpan		1,500,000			
3. Capital sto		J 10000		- Paris	2,	1,500,000			
	ock paid in	per mil	e of	ailws	v	Tionalone	0.0		
	y company, .	per min		tall 11 c	2	33,428	37		
5 Capital sto	ck issued (par	value of	fahare	950	n' l	1,500,000			
	BT, due 1884, 7				1)	187,000			
9. Unfunded d					.	10,000	00		
	purchase, .	or constr	uction	, equi	P-	884,195	ga		
10. Total amour						004,100	00	\$1,071,195	aa
11. Amount of		la of no	ilmor	omn.	i		- 47	\$1,011,100	20
		ie of ra	Hway	OWING	eu	23,872	oe		
by comp		at his			-1	20,012	20		
12. Amount of			consti	uctio	11,	E0 490	~0		
	nt and purcha					50,476	10		
13. Total mean		constru	iction,	equi	P-			0 601 650	60
	d purchase,					697		2,621,672	09
14. Number of	stockholders,					097			
	Cost of Rail	way.							
Railways	and Branches	built by C	ompan	v.					
15. Grading an					.1	\$195,353	11		
16. Track, incl	nding timber.	rails. &c	and	lavin	or.	432,440			
17. Interest du									
	&c., allowed to								
ers					. 13	114,691	40		
18. Engineerin	g, agencies, sa	laries a	nd ot	her e	x-	20,4			
	uring construc				. 11				
19. Total cost	of construction	1			1			\$742,485	47
20. Average pe	r mile of singl	e track	built 1	v cor	m-			4	-
	t including sid					22,325	02		
F		8-,	, .		11	,			
Other R	ailways and Br	anches pu	rchasee	7.					
21. West Roxb	ury Railroad, c	riginal c	ost un	know	n.				
purchase					:1	-		-	
Suffolk Ra	ilroad, original	cost ur	know	n. pu	ir-				
chased a						-			
	Railroad, ori	ginal co	st un	know	n.				
purchase					1	-		-	
	& Roxbury I	Railroad.	origin	al co	st				
	n, purchased a					-		-	
	Extension R		origin	al co	st				
	n, purchased a		B.m			-		-	
	d East Boston		origi	nal co	st	===			
	n, purchased a		, origi		-	-		-	
	Railroad, origin		nknov	en nu	02	-		_	
chased a		iai cost u	LL BILOV	Li, Pu		-		-	
cinasea a									

_		
99	Total cost to this company of railways and	
	branches purchased,	\$390,558 6
23.	Total cost to this company of all railways	1,133,044 1
	built and purchased,	1,100,044 1
24	Average cost per mile of single track, not in-	
V 2.	cluding sidings,	\$25,250 58
	cruding ordings,	
	Cost of Equipment.	
	Number of horses, 1,396, cost,	\$182,329 69
26.	Number of cars 236, cost,	219,204 98
۲1.	Number of other vehicles, cost,	59,323 35
20. 20	Other articles of equipment,	54,403 90
<i>.</i>	Land owned by company needed in operating	[]
3V	road,	$ \rangle$ Estimated at 673,366 6
٠.	ing road	``
31.	Total cost of equipment	1,188,628 5
	Average per mile of single track operated, not	
	including sidings, &c.,	25,784 82
33.	TOTAL COST OF RAILWAY AND EQUIPMENT, .	2,321,672 6
	Land and buildings not used in operating road,	Estimated at 300,000 0
	Other property owned by company not needed	•
	for operating road, specifying the same, .	
	TOTAL AMOUNT OF PERMANENT INVESTMENTS,	2,621,672 6
37.	Amount of sinking funds in hands of trustees,	
ČK I	enditures Charged to Capital Account for the Year.	
	Extension of tracks	\$ 32,570 13
	New horses,	16,510 00
10.	New cars and other vehicles	29,248 04
	Land,) '
	Buildings,	170,438 47
	Other articles of equipment,	1,297 40
13.	Total,	250,064 0
	Revenue for the Year.	
И.		
14.	Received from passengers on railways operated	\$1,061,730 38
		\$1,061,730 38
	Received from passengers on railways operated by this company, and for tickets sold, Received from other railways, as tolls or rent, specifying amount from each [South Boston	\$1,061,730 38
	Received from passengers on railways operated by this company, and for tickets sold, . Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Rail-	\$1,061,730 38
	Received from passengers on railways operated by this company, and for tickets sold, . Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39;	
15.	Received from passengers on railways operated by this company, and for tickets sold, Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980],	17,579 69
15. 16.	Received from passengers on railways operated by this company, and for tickets sold, Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980],	17,579 69 3,400 00
15. 16. 17.	Received from passengers on railways operated by this company, and for tickets sold, Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980],	17,579 69 3,400 00 6,217 86
15. 16. 17. 18.	Received from passengers on railways operated by this company, and for tickets sold, . Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980], . Received for mails,	17,579 69 3,400 00 6,217 86 \$1,088,927 93
15. 16. 17. 18.	Received from passengers on railways operated by this company, and for tickets sold, . Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980], . Received for mails,	17,579 69 3,400 00 6,217 86
15. 16. 17. 18. 19.	Received from passengers on railways operated by this company, and for tickets sold, . Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980], . Received for mails,	17,579 69 3,400 00 6,217 86 \$1,088,927 93 4,960 18
15. 16. 17. 18. 19. 50.	Received from passengers on railways operated by this company, and for tickets sold, . Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980], . Received for mails,	17,579 69 3,400 00 6,217 86 \$1,088,927 93 4,960 18
15. 16. 17. 18. 19. 10. 12.	Received from passengers on railways operated by this company, and for tickets sold, . Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980], . Received for mails,	17,579 69 3,400 00 6,217 86 \$1,088,927 93 4,960 18
15. 16. 17. 18. 19. 50.	Received from passengers on railways operated by this company, and for tickets sold, . Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980], . Received for mails,	17,579 69 3,400 00 6,217 86 \$1,088,927 93 4,960 18
15. 16. 17. 18. 19. 10. 12. 3.	Received from passengers on railways operated by this company, and for tickets sold, . Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980], . Received for mails,	17,579 69 3,400 00 6,217 86 \$1,088,927 93 4,960 18 1,093,888 13
15. 16. 17. 18. 19. 10. 12. 13.	Received from passengers on railways operated by this company, and for tickets sold, . Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980], Received for mails, . Received for sales of manure, . Total earnings,	17,579 69 3,400 00 6,217 86 \$1,088,927 93 4,960 18 1,093,888 13 42.54 41.72
15. 16. 17. 18. 19. 50. 51. 52. 53.	Received from passengers on railways operated by this company, and for tickets sold, Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980],	17,579 69 3,400 00 6,217 86 \$1,088,927 93 4,960 18 1,093,888 13
15. 16. 17. 18. 19. 10. 13. 13. 14. 15.	Received from passengers on railways operated by this company, and for tickets sold, Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980], Received for mails,	17,579 69 3,400 00 6,217 86 \$1,088,927 93 4,960 18 1,093,888 11 42.54 41.72
15. 16. 17. 18. 19. 50. 51. 52. 53.	Received from passengers on railways operated by this company, and for tickets sold, . Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980], . Received for mails,	17,579 69 3,400 00 6,217 86 \$1,088,927 93 4,960 18
15. 16. 17. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	Received from passengers on railways operated by this company, and for tickets sold, . Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980], . Received for mails,	17,579 69 3,400 00 6,217 86 \$1,088,927 93 4,960 18 1,093,888 11 42.54 41.72 \$74,876 34 87,764 68
15. 16. 17. 18. 19. 50. 51. 52. 53. 164. 55.	Received from passengers on railways operated by this company, and for tickets sold, . Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980], . Received for mails,	17,579 69 3,400 00 6,217 86 \$1,088,927 93 4,960 18
15. 16. 17. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	Received from passengers on railways operated by this company, and for tickets sold, . Received from other railways, as tolls or rent, specifying amount from each [South Boston Railroad, \$6,903.04; Lynn & Boston Railroad, \$254.26; Highland Railway, \$8,442.39; Winthrop Railroad, \$1,980], . Received for mails,	17,579 69 3,400 00 6,217 86 \$1,088,927 93 4,960 18

59. Provender,	\$182,559 95	
61. State taxes,	22,751 33	
 Local taxes, Rent and tolls paid other companies for use of their roads, specifying amount to each [South Boston Railroad, \$501.75; Boston & West 	\$ 22,701 00	
Roxbury Railroad, \$1,250],	1,751 75	
65. Insurance,	8,707 20	
 Damages for injuries to persons [and property], General salaries and office expenses, and all other expenses except interest not included 	18,942 05	
above,	116,399 64	
68. TOTAL EXPENSES OF OPERATING, 69. Per mile of single track operated, not including	\$943,0	86 1
sidings, &c.,	20,458 29 86.21	
Net Income, Dividends, &c.	100000	
71. Total net income above operating expenses, per les-		
sees' account,		
72. Total net income above operating expenses, per	\$150 901 00	
73. Percentage of net income to capital stock and	\$150,801 93	
debt,	5.87	
 Percentage of net income to total means ex- pended in construction, equipment and pur- 		
chase,	5.75	
75. Paid for interest,	62,679 60	
76 Daid in dividends 21 per cent for the ween	127,500 00	
76. Paid in dividends, 81 per cent. for the year, .		
77. Balance for the year, or deficit,	39,377 67	
77. Balance for the year, or deficit,	39,377 67 160,521 54	43 87
77. Balance for the year, or deficit,	39,377 67 160,521 54 \$121,14	43 87
77. Balance for the year, or deficit, 78. Surplus at commencement of year, 79. Total surplus [September 30, 1874], 80. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, DR. Construction, Real estate and buildings, Horses, Cars, Omnibuses and sleighs, General equipment, Railroad iron for new tracks and repairs, Hay, straw and grain, Sundry accounts,	39,377 67 160,521 54 \$121,14 \$1,133,0 973,3 182,3 219,2 59,3 54,4 9,70 15,00 58,44	44 12 66 65 29 69 04 96 23 35 03 90 69 76 18 58 85 49
77. Balance for the year, or deficit, 78. Surplus at commencement of year, 79. Total surplus [September 30, 1874], 80. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, DR. Construction, Real estate and buildings, Horses, Cars, Omnibuses and sleighs, General equipment, Railroad iron for new tracks and repairs, Hay, straw and grain,	39,377 67 160,521 54 \$121,14 \$1,133,0 973,3 182,3 219,2 59,3 54,4 9,70 15,00 58,44	44 13 66 65 29 69 04 96 23 35 03 90 69 76 18 58
77. Balance for the year, or deficit, 78. Surplus at commencement of year, 79. Total surplus [September 30, 1874], 60. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, DR. Construction, Real estate and buildings, Horses, Cars, Omnibuses and sleighs, General equipment, Railroad iron for new tracks and repairs, Hay, straw and grain, Sundry accounts,	39,377 67 160,521 54 \$121,14 \$1,133,0 973,3 182,3 219,2 59,3 54,4 9,70 15,00 58,44	44 12 66 65 29 69 04 96 23 35 03 90 69 76 18 56 85 49 22 42
77. Balance for the year, or deficit, 78. Surplus at commencement of year, 79. Total surplus [September 30, 1874], 80. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, DR. Construction, Real estate and buildings, Horses, Cars, Omnibuses and sleighs, General equipment, Railroad iron for new tracks and repairs, Hay, straw and grain, Sundry accounts,	39,377 67 160,521 54 \$121,14 \$1,133,0 	44 15 66 65 29 68 04 96 23 35 03 90 69 76 18 56 85 48 22 45
General Balance Sheet at Closing of Accounts, Balance Sheet at Closing of Accounts, Construction, Real estate and buildings, Horses, Cars, Omnibuses and sleighs, General equipment, Railroad iron for new tracks and repairs, Hay, straw and grain, Sundry accounts, Cash, Cash, Cr.	39,377 67 160,521 54 \$121,14 \$1,133,0	44 15 66 65 29 68 04 96 23 35 03 90 69 76 18 56 85 48 22 45
General Balance Sheet at Closing of Accounts, Dr. Construction, Real estate and buildings, Horses, Cars, Omnibuses and sleighs, General equipment, Railroad iron for new tracks and repairs, Hay, straw and grain, Sundry accounts, Cash, Cash, Cash, Cash, Can Capital stock,	39,377 67 160,521 54 \$121,14 \$1,133,0 	44 19 66 69 29 69 04 96 23 39 69 70 18 56 85 49 22 49
77. Balance for the year, or deficit, 78. Surplus at commencement of year, 79. Total surplus [September 30, 1874], 80. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, DR. Construction, Real estate and buildings, Horses, Cars, Omnibuses and sleighs, General equipment, Railroad iron for new tracks and repairs, Hay, straw and grain, Sundry accounts, Cash, Cash, Cash, Cash, Cash	39,377 67 160,521 54 \$121,14	44 15 66 65 29 68 04 96 23 35 03 90 69 76 18 56 85 48 22 45
77. Balance for the year, or deficit, 78. Surplus at commencement of year, 79. Total surplus [September 30, 1874], 80. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, Dr. Construction, Real estate and buildings, Horses, Cars, Omnibuses and sleighs, General equipment, Railroad iron for new tracks and repairs, Hay, straw and grain, Sundry accounts, Cash, Cr. Capital stock, Notes and bills payable, Bonds of 1884,	39,377 67 160,521 54 \$121,14 September 30, 1874. \$1,133,0 973,3 182,3 219,2 59,3 54,4 9,7 15,00 58,4 24,22 \$2,729,16	44 15 66 65 29 68 04 96 23 35 03 90 69 76 18 56 85 48 22 45
77. Balance for the year, or deficit, 78. Surplus at commencement of year, 79. Total surplus [September 30, 1874], 80. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, Dr. Construction, Real estate and buildings, Horses, Cars, Omnibuses and sleighs, General equipment, Railroad iron for new tracks and repairs, Hay, straw and grain, Sundry accounts, Cash, Cr. Capital stock, Notes and bills payable,	39,377 67 160,521 54 \$121,14 September 80, 1874. \$1,133,0	44 15 66 65 29 68 04 96 23 35 03 90 69 76 18 56 85 48 22 45
77. Balance for the year, or deficit, 78. Surplus at commencement of year, 79. Total surplus [September 30, 1874], 80. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, Dr. Construction, Real estate and buildings, Horses, Cars, Omnibuses and sleighs, General equipment, Railroad iron for new tracks and repairs, Hay, straw and grain, Sundry accounts, Cash, Cr. Capital stock, Notes and bills payable, Bonds of 1884, Sundry accounts and outstanding tickets,	39,377 67 160,521 54 \$121,14 September 30, 1874. \$1,133,0	44 12 66 65 29 69 04 96 23 35 03 90 69 76 18 56 85 49 22 42
77. Balance for the year, or deficit, 78. Surplus at commencement of year, 79. Total surplus [September 30, 1874], 80. Paid to sinking funds in hands of trustees, General Balance Sheet at Closing of Accounts, Dr. Construction, Real estate and buildings, Horses, Cars, Omnibuses and sleighs, General equipment, Railroad iron for new tracks and repairs, Hay, straw and grain, Sundry accounts, Cash, Cr. Capital stock, Notes and bills payable, Bonds of 1884, Sundry accounts and outstanding tickets, Tremont Street land account,	\$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,12,33 \$1,12,33 \$1,12,33 \$1,12,33 \$1,12,33 \$1,12,33 \$1,12,33 \$1,12,33 \$1,12,33 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,133,0 \$1,	44 15 66 65 29 68 04 96 23 35 03 90 69 76 18 56 85 48 22 45

505

Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches, . . . 44.872 miles. Norfolk House, West Roxbury, Dorchester, Mount Pleasant, Warren Street and Depots, Tremont Street and Depots, Washington Street and Depots, Boston Neck, Tremont House, Tremont Street, Brookline, Egleston Square, Forest Hills, Dudley Street and Depots, Chelsea Ferry, West End, Beacon Street, Camden Street and North Ferry, East Beston side and Ferry, Upham's Corner, Milton Mills, Dorchester Avenue, Mount Bowdoin. Length of railway laid with double track, Length of single track operated in one direc-9.440 miles. 4.911 miles. tion only, 4. Length of single track operated in both direc-20.786 mile. 5. Aggregate length of switches, sidings, &c., except main track and branches, 4.368 mile. 6. Total length of track, measured as single track, a 49.240 miles. o. 10th feligifi of track, measured, as sanger tracks. 7. Total length of track paved, 8. Weight of rail per yard, and description of rail, 9. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same, 10. Total length of single track, not including sidings, &c., operated by this company. 37.315 miles. 30 to 551 lbs., st. and T rail. 1.226 miles. 46.098 miles. ings, &c., operated by this company, Miles Run, &c. 11. Total number of miles run during the year, 2,916,042 32.34 cents. 20,560,250 514,788 15. Average number of passengers per round trip,16. Rate of speed adopted, including stops,17. Number of persons regularly employed by com-5 to 6 miles per hour. 729 18. Number of persons regularly employed by lessee, 19. Rates of fare, 5 to 15 cents.

List of Accidents in Massachusetts.

			FROM CAUS	CONTROL.		own Miscon-	То	TAL.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers,			-	-	_	19,	-	19
Employés, .			-	-	-	_	-	-
Others, .	•	•	-	-	-	12	-	12

Length in all cases to be given in miles and decimals.
 312 mile of track has been taken up in the past year.

Statement of each Accident.

October 8, 1873 .- Woman fell over a loose rail. Slightly hurt.

October 13.—Man stepped suddenly back upon track, was knocked down by passing car. Injuries severe and death since reported.

October 23.-Man ran in front of car, was struck and slightly injured.

November 13.-Woman slightly injured by motion of car off the track.

November 20.—Boy ran in front of car in motion, fell and wheel passed over his left hand.

November 24 .- Man, in stepping from car in motion, fell. Arm broken.

December 2.—Man fell from wagon, which collided with car. Slightly injured.

January 6, 1874.—Woman struck by pole of a car in motion. Slightly injured.

January 16.—Woman in sleigh was upset on track and somewhat injured.

January 26 .- Woman fell from car in motion and slightly injured.

March 16 .- Woman fell on track and slightly injured.

March 25.—Woman attempting to get upon a car in motion, fell and somewhat injured.

March 27.—Woman in getting upon a car fell backward and was severely injured.

March 28 .- Man slightly injured by collision of wagon and car.

April 9.-Woman slightly injured in getting off a car in motion.

April 22.—Boy ran in front of car in motion and was knocked down. Lost his arm.

April 27.—Man, in getting on a car in motion, fell and lost the major part of his hand.

May 11.-Woman leaving car in motion fell and was considerably injured.

May 20.—Boy ran in front of car in motion, was knocked down and considerably injured.

May 26.—Man slightly injured by collision of wagon and car.

June 15.—Man lost most of his hand by leaving car in motion.

June 19.—Girl jumped from car in motion and was slightly hurt.

June 23.—Boy jumped from car in motion. Arm subsequently amputated.

June 30.—Woman in leaving car in motion was slightly injured.

July 3.—Woman having her dress caught in car-step, fell and was somewhat injured.

July 20.—Man on platform of car jostled off and lost his toes.

August 3.—Woman knocked down by car in motion and somewhat injured.

August 18.—Man injured by attempting to get upon car in motion.

September 9.—Woman severely injured in attempting to get upon car in motion. Since dead.

September 17.—Man, while intoxicated, fell from car in motion and injured his leg.

September 22.—Woman left car in motion, and falling, broke her arm.

JOHN W. DRAPER, LIBERTY BIGELOW, GEO. H. VINCENT, WILLIAM HENDRY, NATHAN CUSHING, H. JEWELL, D. N. RICHARDS, CHAS. H. ALLEN,

Directors of the Metropolitan Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, 88. BOSTON, October 29, 1874. Then personally appeared John W. Draper, Liberty Bigelow, George H. Vincent, William Hendry, Nathan Cushing, H. Jewell, D. M. Richards, Charles H. Allen, and severally made oath to the truth of the foregoing statement by them subscribed.

H. R. HARDING, Justice of the Peace.

Proper Address for the Company.

METROPOLITAN RAILROAD COMPANY, No. 94 TREMONT STREET, BOSTON, MASS.

Name and Residence of Officers.

John W. Draper, President, Cambridge; Charles Boardman, Treasurer, Boston; William Hendry, Superintendent, Boston; H. R. Harding, Secretary, Cambridge.

OF THE

MIDDLESEX RAILROAD COMPANY,

Capital Stock and Debts.		
1. Capital stock authorized by charter,	\$550,000	00
2. Capital stock authorized by votes of company,	400,000	00
3. Capital stock paid in,	400,000	00
4. Capital stock paid in per mile of railway owned		
by company,	26,075	
5. Capital stock issued (par value of shares, \$100),	400,000	
6. Funded debt, due 1884, 6 per cent. interest, .	99,500	
7. Funded debt, due 1880, 6 per cent. interest, .	60,000	00
8. Funded debt, due 1875 and 1876, 71 per cent.		no.
interest,	66,500	00
9. Unfunded debt incurred for construction,	005 515	no
equipment or purchase,	235,517	
10. Total amount of debt,		\$461,517 88
11. Amount of debt per mile of railway owned by	20,000	01
by company,	30,085	91
12. Amount of income expended in construction, equipment and purchase,	-	
13. Total means expended in construction, equip-	-	-
ment and purchase,		679,121 0
14. Number of stockholders,	216	0,0,121
Cost of Railway.	-	
Railways and Branches built by Company.		
19. Total cost of construction,		\$401,369 9
20. Average per mile of single track built by com-	1221007	
pany, not including sidings, &c.,t	\$26,164	
Somerville Extension,	5,760	00
Other Railways and Branches purchased.		
21. Cliftondale, original cost \$95,500, purchased at:	13,158	10
22. Total cost to this company of railways and	10,100	10
branches purchased,		13,158 1
23. TOTAL COST to this company of all railways		10,100 1
built and purchased,		420,288 1
(Estimated cash cost, .)	1	2011/02200
24. Average cost per mile of single track, not includ-	T. D	
ing sidings,	27,398	19
Cost of Equipment.		
	A40.000	00
25. Number of horses, 312, cost,	\$46,800	
26. Number of cars, 63, cost,	61,150	17
27. Number of other vehicles [omnibuses and	0.000	E4
sleighs], cost,	9,066	34

 ^{\$461,617.88,} less sinking fund, \$77,097.29—\$384,438.59
 † Including Cliffondale Railway, which was not built by the company. Excluding that railway the average cost per mile of single track built is \$46,692.65.
 † See report to Legislature, 1862.

00 Other articles of agricument	A17 700 44	
28. Other articles of equipment,	\$17,729 44	
road,	93,242 35	
30. Buildings owned by company needed in operat-	'	
ing road,	36,604 00	\$264,592 50
32. Average per mile of single track operated, not		\$201,002 00
including sidings, &c.,	12,627 33	
33. TOTAL COST OF RAILWAY AND EQUIPMENT,		684,880 67
34. Land and buildings not used in operating road, 35. Other property owned by company not needed	-	-
for operating road, specifying the same,	_	_
36. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		684,880 67
37. Amount of sinking funds in hands of trustees, .	77,097 29	•
Expenditures Charged to Capital Account for the Year.	٠	
38. Extension of tracks,	\$16,002 09	
39. New horses,	1,800 00	
40. New cars and other vehicles,	8,672 00	
	\$26,474 09	
Less property sold,	8,722 40	
43. Total,		\$17,751 69
Revenue for the Year.		
44. Received from passengers on railways operated by this company, and for tickets sold,	\$245,590 38	
45. Received from other railways, as tolls or rent,	4	
specifying amount from each [Lynn & Bos-		
ton Railroad],	4,781 14	
46. Received for mails,	250 00 2,173 25	
48. Total earnings,	3,210 20	\$252,794 77
49. Income from other sources,	-	· <u>-</u>
50. TOTAL INCOME to lessee,	-	050 504 55
51. Total income to company,52. Percentage of income to capital stock and debt,	29.34	252,794 77
53. Percentage of income to total means expended	20.01	
in construction, equipment and purchase, .	36.91	
Expenses of Operating the Railway for the Year.		
54. Repairs of road-bed and track,	\$10,745 39	
55. Repairs of cars and other vehicles, harness and	- •	
horse-shoeing,	20,275 38	
56. Repairs of buildings,	397 03 8, 636 50	
58. Wages and salaries of all persons employed, ex-	. 0,000 00	
cepting president, treasurer and superintend-		
ent and their clerks,	72,421 21	
59. Provender,	46,978 26 1,889 50	
62. Local taxes,	1,511 56	
63. Rent and tolls paid other companies for use of	_,,,,,	
their roads, specifying amount to each,	-	-
64. Amount paid other companies for use of bridges		
and ferries, specifying amount to each [Malden Bridge],	1,360 00	
65. Insurance,	1,492 49	
66. Damages for injuries to persons,	4,152 00	
67. General salaries and office expenses, and all other	10,690,96	
expenses, except interest, not included above, 68. Total expenses of operating,	19,639 86	\$189,501 18
The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon		4100,001 IO

1. Length of sin owned by several lin length of e From line bet on Main St City Square	gle tompes of ach," ween	traci pany f tr Sou the	k, no , wit ack nerv	th de and ille an n sai	ludi scrip bra nd C d M	nche harle ain	of its, and s, and estown Street	1	15.34	0 mil	les.		
	•						<u>.</u>	T				\$908,357	
Income accounts,		•		•	•	•	•		4	6,839	14	A 000 0	
Notes payable and	l sun	ıdry	acco	unts,		•	•	•	23	5,517	88		
Real estate notes,		:	•	•	•	•	•	•		6,500			
Bonds, 1884, .	•	•	•	•	•	•	•	•		9,500			
Bonds, 1880, .	•	•	•	•	•	•	•	٠		0,000			
Capital stock,	•	•	•	•	•	•	•	•	-	0,000			
					Cı	3.						4 2.23,000	- -
											-	\$908,357	02
Cash,	•	•	•	•	•	•	•	•	•	•		29,679	23
Sinking funds,	•	•	•	•	•	•	•	٠	•	•	•	77,097	
New construction	, .		•	•	•	•	•	•	•	•	•	12,745	39
Material and prov	ende	er (o	n ha	nd),	•		•	•	•	•		, 7,293	41
Sundry accounts,		•	•	•	•		•		•	٠.	•	96,860	63
Somerville extens	ion,		•	•		•				•	•	5,760	00
General equipmen	t,											17,727	44
Real estate, .												129,646	35
Omnibuses and sl		8,				10						9,066	
Horses,							*		*	14		46,800	
Cars,					10							61,150	
Construction, .		4					10.0		141	100		\$414,528	
General Di	TIME!	0 01	000 4	010.	D		, oo aan ta	, .	optom	001 0	, ,		
General B	lanc	a Sh	oot o	t Clas	ina	of A	second to	. 8	entem	her 3	0 1	974	7
 79. Total surplus, 80. Paid to sinkin 		ids i	n ha	nds o	f tr	ustee	8,			4,000	00	\$46,839	14
78. Surplus at the	com					yea	r,	1	1	0,247	56	A10.000	
77. Balance for th									3	6,591	58		
chase, . 75. Paid for intere 76. Paid in divide	est,		er	nt f	or th		· ·		9,24	6,702	01		
pended in c													
debt, . 74. Percentage of									7,35				
 72. Total net income above operating expenses, per company's account, 73. Percentage of net income to capital stock and 										3,293	59		
see's accour		14			-								
71. Total net income above operating expenses, per les-													
Net	Incor	ne. I	Divid	ends,	&c.			Н					
70. Percentage of	expe	ense	s to i	ncon	ie,		*		74.96			4.	
69. Per mile of single track operated, not including sidings, &c.,									8	9,043	68		

^{*} Length in all cases to be given in miles and decimals.

(Boston), Haymarket Square, extension of Washington Street to Cornhill; also from said Square, on Sudbury Street, Court Street to Scollay Square, Haymarket Square, Charlestown Street over Charles River Bridge, City Square, Warren and Main Streets to Somerville line. Also from Washington Street, State Street and Devonshire Street to Dock Square. From City Square, Charlestown, through Henley, Chelsea, Vine and Bunker Hill Streets to station. From station through Bunker Hill, Vine and Chelsea Streets to City Square. Also from Main Street, at Sullivan Square, to Somerville line. Also Cliftondale Rail-2. Length of railway laid with double track, 3.002 miles. 3. Length of single track operated in one direction only, 4. Length of single track operated in both directions, 5. Aggregate length of switches, sidings, &c., except main track and branches, .631 mile. 6. Total length of track, measured as single track, 15.971 miles. 7. Total length of track paved, 12 miles. Rolled iron, 46 to 52 lbs., and 2,600 feet crescent 8. Weight of rail per yard, and description of rail, rail, 20 lbs. 9. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,.

Malden & Melrose Railroad, 5.614 miles. 3.832 miles. Medford & Charlestown Railroad (in part), .978 mile. Somerville Horse Railroad (in part), .804 mile. 10. Total length of single track, not including sidings, &c., operated by this company, 20.954 miles. Miles Run, &c. 11. Total number of miles run during the year, 557,350 12. Average cost per mile run, 34 cents. 13. Total number of passengers carried in the cars, 4,488,170 14. Total number of round trips for the year, 108,192 15. Average number of passengers per round trip, 16. Rate of speed adopted, including stops, 41.57 5 miles per hour. 17. Number of persons regularly employed by com-167 18. Number of persons regularly employed by les-19. Rates of fare :- 6 cents Charlestown, tickets 5 cents; Winter Hill, 10 cents, tickets 81 cents; Malden 15 cents, tickets 10 cents; Everett, 10 cents, tickets 81 cents; Union Square, 8 cents, tickets 7 cents.

List of Accidents in Massachusetts.

			SES BETOND	CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR			TAL.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers,		-	-	1	~	-	-
Employés, .		-1	-	-	-	-	4
Others, .	,	-	-	-	1	-	1

Statement of each Accident.

July 4, 1874.—A boy, 4 years old, playing in Charlestown Street, ran against the horses, was knocked down, the car passing over his arm, requiring amputation.

CHARLES E. POWERS, GEORGE O. CARPENTER, JAMES BECK, CALEB RAND, JOHN GOLDTHWAIT, WM. H. KENT, GEO. W. PALMER,

Directors of the Middlesex Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. November 7, 1874. Then personally appeared James Beck, George O. Carpenter, William H. Kent, George W. Palmer, John Goldthwait, and severally made oath to the truth of the foregoing statement by them subscribed.

CHARLES E. POWERS, Justice of the Peace.

Proper Address for the Company.

MIDDLESEX RAILROAD COMPANY, No. 27 TREMONT ROW, BOSTON, MASS.

Name and Residence of Officers.

Charles E. Powers, *President*; John Goldthwait, James Beck, Nahum Chapin, William A. Kent, Samuel P. Langmaid, Caleb Rand, George O. Carpenter, George W. Palmer, *Directors*; George W. Palmer, *Treasurer and Clerk*,—all of Boston.

OF THE

NEW BEDFORD & FAIRHAVEN STREET RAILWAY CO.,

Capital Stock and Debts.		
1. Capital stock authorized by charter,	\$ 60,000 0	0
2. Capital stock authorized by votes of company,	50,000 0	
3. Capital stock paid in,	50,000 0	
	30,000 0	U
4. Capital stock paid in per mile of railway	15 110 0	
owned by company,	15,110 3	
5. Capital stock issued (par value of shares \$100),	50,000 0	U
6. FUNDED DEBT, due , per cent. interest,	-	-
9. Unfunded debt, incurred for construction, equip-		
ment or purchase,	29,230 5	6
10. Total amount of debt,	· ·	\$29,230 56
11. Amount of debt per mile of railway owned		• •
by company,	7,653 9	8
12. Amount of income expended in construction,	, ,,,,,,,	_
equipment and purchase,	_	_
13. Total means expended in construction, equip-	_	- ,
	_	•
ment and purchase,	21 -	-
14. Number of stockholders,	31	
Cost of Railway.		
Railways and Branches built by Company.		
5. Grading and paving,) AED 104 8	Λ.
16. Track, including timber, rails, &c., and laying,	\$50,104 7	9
7. Interest during construction, commissions, dis-	*	
counts, &c., allowed to contractors and oth-		
ers,	377 5	6
18. Engineering, agencies, salaries and other ex-		•
penses during construction,	2,111 0	n
	2 7111 U	
19. Total cost of construction,		\$52,593 35
20. Average per mile of single track, built by com-	1	•
pany, not including sidings, &c.,	15,894 0	3
23. TOTAL COST to this company of all railways		
built and purchased,	·	52,593 35
(Estimated cash cost, .)		-
24. Average cost per mile of single track, not includ-		
ing sidings,	15,894 0	3
0 0,	, , , , ,	
Cost of Equipment.		
25. Number of horses 33, cost,	\$5,535 2	4
26. Number of cars 8, cost,	8,489 4	
27. Number of other vehicles 2, cost.	590 0	
28. Other articles of equipment,	1,211 0	
	1,511 0	U
29. Land owned by company needed in operating	0.040.0	^
road [50 4-10 rods],	2,870 0	U
30. Buildings owned by company needed in operat-		_
ing road,	9,540 8	9
31. Total cost of equipment,		\$28,236 60
		- •

33. 34. 35.	Average per including TOTAL COST Land and be	sidin	gs.		le tr	ack	onera	tod .	not			
33. 34. 35.	TOTAL COST Land and b	sidin	gs.					ACKE.				
34. 35. 36.	Land and b	OF		CO Con	***					\$8,533	27	
34. 35. 36.	Land and b		RAIL	WAY	AND	EQ	UIPM	ENT.		*******		\$80,829 !
35. 36.									ad,	-		-
36.	Other prope											
	for operat									-		-
	TOTAL AMO								TS.			80,829 1
	Amount of									-		-
EXT	enditures Cha	arged	to C	apita	I Acc	ount	for 1	he Y	ear.			
50					977					05.10	00	
	Original cor		tion	DITTE	7 .	-			-	\$542	20	-
	New horses, New cars ar		or w	chiel	00	*				217	69	-
	Land, .	in our								214	Us	
			*							5,817	nn	-
20.	Buildings,									0,011	00	
	A	20								\$6,576		
	Less land so	old,								15	00	*****
43.	Total, .							3	-	_	-	\$6,561
		Reven	ue f	or th	e Yes	ar.						
44.	Received fro	m na	ssen	gers	on T	ilwa	vs o	perat	bed			
***	by this ce									\$22,954	73	
45.	Received fro									Assison		
	specifying									-		
46.	Received for								- 1	868	56	
	Received for									370		
616	Total earning				,	000					90	\$24,193
	Income from		r son	irces		100			100	-		-
	TOTAL INCO								100			_
	TOTAL INCO				v.	100						24,193 :
	Percentage					1 sto	ek ar	d de	bt.	30.53		-1,200
	Percentage in constru	of inc	come	to t	otal	mea	ns ex	pend		29.81		
						+		_		40104		
	Expenses of O	perau	ng t	пе к	allwa	y 10	r the	rear				
54.	Repairs of r	oad-b	ed a	nd tr	ack,					\$510	58	
	Repairs of c						harn	ess n	nd	7		
	horseshoe									2,711	78	
57.	Keeping goo						7	V 1000		_		-
	Wages and								ex-			
	cepting p											
	ent, and t									10,066	44	
59.	Provender,								10	6,729		
	State taxes,						4.			102		
62.	Local taxes,									77	55	
65.	Insurance,									195	37	
66,	Damages for	rinjm	ries :	to pe	rson	8, .			1	384	18	
67.	General sal											
	above [su								.1	1,442	00	
68.	TOTAL EXPI	INSES	OF	OPE	RATIN	NG.				-,	75	\$22,220
69.	Per mile of	single	trac	ck op	erate	ed, n	ot in	cludi	ng			
	sidings, &	95								6,715	14	
70.	Percentage	of exp	pens	es to	inco	me,				91.85	77	
	Ne	t Inco	me,	Divid	lends,	&c.						
72.	Total net inco	me ab	ove o	mera	ting e	xpen	868. D	er co	m-			
	pany's ac	count					1.0			\$1,972	86	

							·				
73. Percentage of debt, .	f ne	tinc	ome	to ca	pital	stoc	k and	2.49			
74. Percentage of pended in								2410			
chase, .				·				2.44			
75. Paid for inter								\$	1,855	83	
76. Paid in divid			per c	ent.	for t	he ye	ar, .	-	·		-
77. Balance for tl 78. Deficit at con	ie y	ear, o	r sur	plus,	•	•	•		117		
79. Total surplus,		тсещ	ent o	ı ye:	ш,	•	•		4,767	34	\$4,884 37
80. Paid to sinking		inds	in ha	nds	of tr	ustee	×8,	-	-		-
General B		Sh		• Ma	-ina			gamtam'		0 1	D74
General B		00 011		. 010	Di Di		oounu,	pel rem	er o	U, 1	D / 1 2.
Construction, .						•					\$52,593 35
Equipment, .											15,415 96
Real estate,											12,410 89
Hay and grain,											1,043 75
Cash,									-		1,712 35
Sundry accounts,		•		•			•		:		938 63
											\$84,114 93
					Cı	R.					₩/J,111 00
Capital stock,	•	•	•	• .	•	•	•	-	0,000		
Loans,	•	•	•	•	•	•	•		9,230		
Surplus,	•	•	•	•	•	•	•	•	4,884	37	6 04 114 0 2
										_	\$84,114 93
De	ecri	tion	of Re	ilwa	▼.						
1. Length of sir	ıgle	trac	k, no	t in	cludi	ng si	dings,				
owned by	COL	apan	y, wi	th de	scrip	tion	of its				
several lin length of e			RCK	and	Drai	пспе	s, and	3 300	mile		
Purchase Stre	et I	, Line 1	to Ste	amb	oat V	Vhar	f. :		mile		
William Stree	et L	ine 1	to Ra	ilros	d D	epot,	Fair-				
haven,		٠.			•	•			mile		
Branch at Ne								.047	mile		
2. Length of rai 3. Length of sir								-	•		-
tion only,			_ op								_
4. Length of sir		tracl	k ope	erate	d in	both	direc-				
tions, .	•		•					3.309	mile	8.	
5. Aggregate ler	igth	01.8	Witch	nes, s	adin	gs, &	c., ex-	21	m:1-		
cept main						nole	track	.51	mile		.819 miles.
7. Total length	of t	rack	pave	d,							.705 miles.
7. Total length8. Weight of rai	l pe	r yar	d, an	d dea	crip	tion (of rail,	35 ar	d 45		
9. Length of ra	ilwa	y be	longi	ng t	o otl	her c	ompa-				
nies, meast sidings, &c											
description	of	same			· com	Рапу	, with	_			_
10. Total length	of si	ingle	tracl	k, no	tinc	ludiı	ng sid-	_	-		_
ings, &c.,	per	ated	by t	his c	ompa	my,	•			3	.309 miles.
	M	les A	un, 4	bo.							
11. Total number					ng tl	ю уе	ar, .				87,809
12. Average cost	per	mile	run,	•	•	•		25.31	cent	8.	-

^{*} Lengths in all cases to be given in miles and decimals.

516 NEW BEDFORD & FAIRHAVEN [ST.] R. [Jan.

13. Total nu 14. Total nu 15. Average 16. Rate of 17. Number pany, 18. Number	number of speed ac of perso	r of plopte	nd tr passer ed, in egula	ips for ngers cludi rly e	per the per ing st	roun tops,	r, . d tri by co	p, .	408,990 27,271 15 4 miles per hour.
see,			-					2	Sa. T
19. Rates of	fare,								Single tickets, 6 cts.; 20 tickets for \$1.

List of Accidents in Massachusetts.

					SES BETOND N CONTROL.		OWN MISCON- RELESSNESS.	TOTAL.		
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Passengers				-	-	-	1	-	1	
Employés,				-	-	-	-	-	-	
Others,				-	-	-	1	-	1	

Statement of Each Accident.

Sleigh, driving fast, supposed to have struck dog to turn-table on Purchase Street. A lady thrown out and sprained wrist.

A lady stepped from cars while in motion. Hurt slightly.

AND'W G. PIERCE, WM. W. CRAPO, WARREN LADD, THOMAS B. TRIPP, WESTON HOWLAND, JAMES V. COX, SAM. P. BURT, GEO. WILSON,

Directors of the New Bedford & Fairhaven Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

Bristol, ss. November 2, 1874. Then personally appeared Andrew G. Pierce, William W. Crapo, Warren Ladd, Thomas B. Tripp, Weston Howland, James V. Cox, Samuel P. Burt and George Wilson, and severally made oath to the truth of the foregoing statement by them subscribed.

Proper Address for the Company.

NEW BEDFORD & FAIRHAVEN STREET RAILWAY COMPANY, NEW BEDFORD, MASS.

Name and Residence of Officers.

Andrew G. Pierce, President and Treasurer, New Bedford; Samuel P. Burt, Clerk of Corporation, New Bedford; William W. Crapo, George Wilson, Warren Ladd, Thomas B. Tripp, New Bedford; Weston Howland, James V. Cox, Fairhaven; Charles A. Gray, Superintendent, New Bedford.

OF THE

NEWBURYPORT & AMESBURY HORSE RAILROAD CO.,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated by an individual lessee.]

1. CAPITAL STOCK authorized by charter, 2. Capital stock authorized by votes of company, 3. Capital stock paid in, 4. Capital stock paid in per mile of railway owned by company, 5. Capital stock issued (par value of shares \$100), 6. Funded debt, incurred for construction, equipment or purchase,	\$120,000 (60,000 (37,250 (5,881 (37,250 (00
3. Capital stock paid in, 4. Capital stock paid in per mile of railway owned by company, 5. Capital stock issued (par value of shares \$100), 6. FUNDED DEBT, due, per cent. interest, 9. Unfunded debt, incurred for construction, equip-	37,250 (5,881 (00
4. Capital stock paid in per mile of railway owned by company, . 5. Capital stock issued (par value of shares \$100), . 6. FUNDED DEBT, due , per cent interest, . 9. Unfunded debt, incurred for construction, equip-	5,881 9	
owned by company, . 5. Capital stock issued (par value of shares \$100), . 6. FUNDED DEBT, due , per cent. interest, . 9. Unfunded debt, incurred for construction, equip-		10
5. Capital stock issued (par value of shares \$100), . 6. FUNDED DEBT, due , per cent. interest, . 9. Unfunded debt, incurred for construction, equip-		
6. Funded debt, incurred for construction, equip-	37,250	
9. Unfunded debt, incurred for construction, equipment or purchase.	_	10
ment or purchase,		-
	9,784 4	0
0. Total amount of debt,	Dyron 4	\$9,784 4
1. Amount of debt per mile of railway owned		Solice at
by company,	1,544 9	19
2. Amount of income expended in construction,	2,000	
equipment and purchase,	-	-
3. Total means expended in construction, equip-		
ment and purchase,		\$46,853 8
4. Number of stockholders,	41	*****
Cost of Belleven		
Cost of Railway.		
Railways and Branches built by Company.		A
9. Total cost of construction,		\$45,753 8
0. Average per mile of single track built by com-	84 000 n	
pany, not including sidings, &c.,	\$7,398 3	
3. TOTAL COST to this company of all railways		45 950 0
built,		45,753 8
4. Average cost per mile of single track, not includ-		
ing sidings,	7,398 3	7
ing stungs, ,	1,000 0	
Cost of Equipment.	Lessee's Ac-	Company's Ac
	counts.	counts.
5. Number of horses 32, cost,	\$4,800 00	-
6. Number of cars 7, cost,	6,310 00 650 00	-
7. Number of other vehicles , cost,	1,250 00	-
9. Land owned by company needed in operating	1,200 00	
o. Buildings owned by company needed in operat-		-
ing road,	Leased.	-
1. Total cost of equipment,	13,010 00	-
2. Average per mile of single track operated, not	0.054.90	1 -1 -1 -
including sidings, &c.,	2,054 32	045 959 04
3. TOTAL COST OF RAILWAY AND EQUIPMENT, 4. Land and buildings not used in operating road,	13,010 00	\$45,753 84 1,100 00

	Lessee's Ac-	Company's Ac
35. Other property owned by company not needed	counts.	counts.
for operating road, specifying the same,	_	l ' _
36. TOTAL AMOUNT OF PERMANENT INVESTMENTS,	_	\$46,853 84
37. Amount of sinking funds in hands of trustees,	-	-
Expenditures Charged to Capital Account for the Year.		
42. Construction account,	-	\$6,447 22
43. Total,	-	6,447 22
Revenue for the Year.		•
44. Received from passengers on railways operated by this company, and for tickets sold,	\$23,722 82	-
45. Received from other railways, as tolls or rent,		
specifying amount from each,	-	_
46. Received for mails,	205 00	-
47. Received for sales of manure,	325 00	-
48. Total earnings,	24,047 82	
49. Income from other sources,	04.047.00	· -
50. TOTAL INCOME to lessee,	24,047 82	♦1 250 0 0
51. TOTAL INCOME to company, 52. Percentage of income to capital stock and debt,	51.13	\$1,350 82 2.88
53. Percentage of income to total means expended in construction, equipment and purchase,	51.33	2.90
Expenses of Operating the Railway for the Year.		
	\$250 00	_
54. Repairs of road-bed and tracks, 55. Repairs of cars and other vehicles, harness and	-	_
horseshoeing,	1,050 00	_
57. Keeping good the stock of horses,	550 00	-
cepting president, treasurer and superintend-		
ent, and their clerks,	6,358 47	_
59. Provender,	3,790 11	_
61. State taxes,	-	\$3 51 06
62. Local taxes,	_	
65. Insurance,	200 00	-
66. Damages for injuries to persons,	_	_
67. General salaries and office expenses and all other expenses except interest not included		
above,	1,050 00	313 32
68. TOTAL EXPENSES OF OPERATING,	13,248 58	664 38
69. Per mile of single track operated, not including	20,020 00	
sidings, &c.,	2,092 00	_
70. Percentage of expenses to income,	-	
Net Income, Dividends, &c.		
71. Total net income above operating expenses, per lessee's account,	\$10,799 24	_
72. Total net income above operating expenses per com-	42-7,-00 27	\$686 44
pany's account,	-	•
74. Percentage of net income to total means expended in construction, equipment and pur-	-	1.47
chase,	_	1.46
75. Paid for interest.	_	302 84
76. Paid in dividends, per cent. for the year,	_	- JUL 04
77. Balance for the year, or surplus,		383 60
78. Surplus at commencement of year,	_	_
	_	383 60
79. Total surplus,	-	37.3 111

General Balance Sheet at Closing of Accounts, September 30, 1874.

					DB									
Construction acc	ount,												\$45,753	8
Land,				100									1,100	0
Cash,													564	18
													\$47,418	0
					CE	2.								
Capital stock,									\$3	7,250	00	0		
Bills payable, .										9,784	45	2		
Profit and loss,			4		-	*		*	_	383	60	0	\$47,418	0
owned by several lin length of e	nes c	of t	rack	and	brai	nche	s, and	1	6.333	mile	a.			
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* Lengths in all cases to be given in miles and decimals.

E. G. KELLEY,
NATH'L PIERCE,
WM. C. BINNEY,
SAMSON LEVY,
PAUL G. LUNT,
HENRY KINGSBURY,
MOSES H. FOWLER,

Directors of the Newburyport & Amesbury Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. October 26, 1874. Then personally appeared Nathaniel Pierce, William C. Binney, and severally made oath to the truth of the foregoing statement by them subscribed.

JOSEPH G. GERRISH, Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. October 27, 1874. Then the above named E. G. Kelley and Samson Levy, and severally made oath to the truth of the foregoing statement by them subscribed.

JOSEPH G. GERRISH, Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. October 28, A. D. 1874. Then the above named Paul G. Lunt made oath to the truth of the foregoing statement by him subscribed. Before me,

JOSEPH G. GERRISH, Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. November 5, 1874. Then the above named Moses H. Fowler made oath to the truth of foregoing paper by him subscribed to be true. Before me,

JOSEPH G. GERRISH, Justice of the Peace.

Proper Address for the Company.

NEWBURYPORT & AMESBURY HORSE RAILROAD COMPANY, New-BURYPORT, Mass.

Name and Residence of Officers.

Elbridge G. Kelley, Newburyport, *President*; Wm. C. Binney, Amesbury, *Treasurer*; George H. Stevens, Newburyport, *Clerk*.

Directors.—Warren Currier, Samson Levy, Nathaniel Pierce, Joseph B. Morss, Paul G. Lunt, Moses H. Fowler, Newburyport; Henry Kingsbury, Salisbury.

66

OF THE

NORTHAMPTON STREET RAILWAY COMPANY,

Capital Stock and Debts.		
 CAPITAL STOCK authorized by charter, Capital stock reduced by votes of company, 	\$300,000 00	
Dec. 10, 1872, to	50,000 00	
3. Capital stock paid in,	50,000 00	
4. Capital stock paid in per mile of railway		
owned by company,	15,625 00	
5. Capital stock issued (par value of shares),.	12	
6. Funded deep, due , per cent. interest,	-	-
9. Unfunded debt, incurred for construction, equip-	w 0w0 00	
ment or purchase,	7,976 20	44 me 00
10. Total amount of debt,		\$7,976 20
11. Amount of debt per mile of railway owned		2,492 56
by company,		2,402 00
equipment and purchase,	12.	_
13. Total means expended in construction, equip-		
ment and purchase,		57,976 20
14. Number of stockholders,	22	
Cost of Railway.		
Railways and Branches built by Company.		
19. Total cost of construction,		\$46,150 00
20. Average per mile of single track built by com-		
pany, not including sidings, &c.,	14,421 87	
23. Total cost to this company of all railways		Table 15
built and purchased,		46,150 00
(Estimated cash cost, .)		
24. Average cost per mile of single track, not includ-	14,421 87	
ing sidings,	14,421 07	
Cost of Equipment.	20100.07	
25. Number of horses, 13, cost,	\$1,625 00	
26. Number of cars, 2, cost,	1,800 00	
27. Number of other vehicles, 2 [sleighs], cost,	400 00	
28. Other articles of equipment [harnesses and	100.00	
tools],	150 00	
road,	-	4
30. Buildings owned by company needed in operat-		
ing road,	-	
31. Total cost of equipment,		\$3,975 00
32. Average per mile of single track operated, not	522 52	
including sidings, &c.,	1,242 19	
33. TOTAL COST OF RAILWAY AND EQUIPMENT, .		50,125 00
34. Land and buildings not used in operating road,	-	-
35. Other property owned by company not needed		
for operating road, specifying the same, .		-

36. Total amount of permanent investments, 37. Amount of sinking funds in hands of trustees,	\$ 50,125 00	-
Expenditures Charged to Capital Account for the Year.		
38. Extension of tracks,	- •	-
39. New horses,	\$ 125 00	•
40. New cars and other vehicles,	-	-
41. Land,	-	-
42. Buildings,	-	−
43. Total,		\$125 00
Revenue for the Year.		
44. Received from passengers on railways operated by this company, and for tickets sold,	\$ 6,515 25	
45. Received from other railways, as tolls or rent,	V-7	
specifying amount from each,	_	-
46. Received for mails [express],	184 03	
47. Received for sales of manure,	112 50	
48. Total earnings,		\$6,811 78
49. Income from other sources,	-	-
50. TOTAL INCOME to lessee,	-	-
51. TOTAL INCOME to company,	11 00	6,811 78
52. Percentage of income to capital stock and debt,	11.75	
53. Percentage of income to total means expended in construction, equipment and purchase,	13.59	
Expenses of Operating the Railway for the Year.		
	#004 ma	
54. Extension of tracks,	\$384 71	
55. New horses,	228 30	
56. Repairs of buildings [rent],	300 00	
57. Keeping good the stock of horses,	601 00	
58. Wages and salaries of all persons employed, ex-	•	
cepting president, treasurer and superintend- ent, and their clerks,	2,234 50	
59. Provender,	1,414 21	
61. State taxes,	21 73	
62. Local taxes,	_	_
65. Insurance,	_	_
66. Damages for injuries to persons,	Nothing.	
57. General salaries and office expenses, and all	J	
other expenses except interest not included		
above,	2,296 76	
88. Total expenses of operating,	·	\$7,481 21
59. Per mile of single track operated, not including	•	
sidings, &c	2,337 90	
70. Percentage of expenses to income,	109.83	
Net Income, Dividends, &c.		
11. Total net income above operating expenses, per lessee's account,	_	_
12. Total net income above operating expenses, per	-	A 000 10
company's account [deficit],		\$ 669 4 3
debt,	1.15	
74. Percentage of net income to total means expended in construction, equipment and pur-		
chase.	1.33	
75. Paid for interest,	-	-
6. Paid in dividends, per cent. for the year,		-
77. Balance for the year, or deficit,	669 43	
78. Deficit at commencement of year,	6,513 72	
	6,513 72	7,183 15

General Balance Sheet at Closing of Accounts, September 30, 1874.

1000					D	R.			3.7		Ö	
Construction a	nd ear	ipme	ents.				. 2					\$50,125 00
Cash on hand,							3.					668 05
Deficit,								-				7,183 15
					- 5		-				ľ	\$57,976 20
					Cı							Assistant as
Capital stock,					-				45	0,000	00	
Bills payable, .		3								7,976		
Dins payable, .									-	2,570	20	\$57,976 20
1	Descrip	tion	of Ra	ilwa	у.							
1. Length of owned be several I length of Tram rail, 2. Length of stion only 4. Length of stions, . 5. Aggregate 1 cept main 6. Total length 7. Total length 8. Weight of r 10. Total length ings, &c.	y comines (continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of the continues of 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of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the constant of the	o Flouble d in sidings, as si	orence track one both gs, & ion o	of its, and direction direction track	ts d	3.200 6.400 .038 33 1b	mile mile mile mile s., tr	s.	3.200 miles.
11 Total name		les R			41							10.000
11. Total numb 12. Average cos					~		ar,		38 16	cent	0	19,606
13. Total numb					ried :		e car		50.10	Cent	1004	57.715
14. Total numb	er of	round	1 trip	s for	the	year		1				3,063
15. Average nu	mber	of pa	sseng	gers	per r	ound	trip.		19			
16. Rate of spe	ed ado	pted	, incl	udin	gsto	ps,			51 m	iles p	er l	iour.
17. Number of	person	s reg	ularl	y en	ploy	ed by	con	1-				
pany, . 18. Number of	Dersor	· roo	mlar	v on	onlos	od b	T los		5			
see, .	Persor	ra ref	, mar	A CI	aproj	ou L	y 10	3-				- 2
19. Rates of far	re,							115	6 and	1 12 0	ent	8.
								- 1				

^{*} Lengths in all cases to be given in miles and decimals.

List of Accidents in Massachusetts.

				FROM CAUS		FROM THEIR DUCT OR CA	TOTAL.		
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,				_	_	_	1	_	1
Employés,	•	•	. 1	-	-	-	-	i -	-
Others,	•	•	•	-	_	-	_	-	-

Statement of Each Accident.

A boy, jumping on and off the car repeatedly, after being warned by the employes of the road, as well as by his friends, on the —— day of May, was run over, crushing his foot, making amputation necessary. No blame attached to any one.

OSCAR EDWARDS,
M. H. SPAULDING,
E. B. WELLS,
Directors of the Northampton Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, 88. November 3, 1874. Then personally appeared Oscar Edwards, M. H. Spaulding, E. B. Wells, and severally made oath to the truth of the foregoing statement by them subscribed.

H. K. STARKWEATHER, Justice of the Peace.

Proper Address for the Company.

NORTHAMPTON STREET RAILWAY COMPANY, NORTHAMPTON, HAMP-SHIRE COUNTY, MASS.

Name and Residence of Officers.

Oscar Edwards, President; E. B. Wells, Treasurer; M. H. Spaulding, Secretary; William B. Hale, J. L. Warriner,—all of Northampton.

OF THE

NORTH WOBURN STREET RAILROAD COMPANY,

FOR THE NINE MONTHS ENDING SEPTEMBER 30, 1874.

Capital Stock and Debts.		
CAPITAL STOCK authorized by charter	\$50,000,00	
Capital stock paid in per mile of railway	2,000 00	
owned by company,	7.806 69	
Capital stock issued (par value of shares).	2,100,00	*
FUNDED DEBT, due , 7 per cent.	100000	
interest,	8,000 00	
Unfunded debt incurred for construction, equip-		
ment or purchase,	500 00	
		\$8,500 00
	3,159 85	
	Feen no	
	4,708 89	
		01.000.00
		34,208 89
Number of stockholders,	41	
Cost of Railway.		
) Partly by co	ntract . con
) Hot Brice	ic recine,
counts, &c., allowed to contractors and oth-		
	\$560 10	
Engineering, agencies, salaries and other.ex-	4000.00	
penses during construction,	Law.	
Total cost of construction [original cost], .		\$28,310 00
	10,524 16	
		G9554.05
		28,310 00
Estimated cash cost,		
	40.004.40	
cruding sidings,	10,524 16	
Cost of Equipment.		
	61 500 00	
Sumber of cure 3 cost		
Sumber of other vehicles Compiles on run-	2,450 00	
	195 00	
	120 00	
	937 37	
	201 31	
road	-	-
		7
Buildings owned by company needed in operat-		
	Capital stock authorized by charter, Capital stock authorized by votes of company, Capital stock paid in, Capital stock paid in per mile of railway owned by company, Capital stock issued (par value of shares), FUNDED DEBT, due , 7 per cent. interest, Unfunded debt incurred for construction, equipment or purchase, Total amount of debt, Amount of debt per mile of railway owned by company, Amount of income expended in construction, equipment and purchase, Total means expended in construction, equipment and purchase [including real estate], Number of stockholders, Cost of Railway. Railways and Branches built by Company. Grack, including timber, rails, &c., and laying, interest during construction, commissions, discounts, &c., allowed to contractors and others, ers, Capineering, agencies, salaries and other expenses during construction, Total cost of construction [original cost], Average per mile of single track built by company, not including sidings, &c., Cotal cost to this company of all railways built and purchased, Estimated cash cost, Average cost per mile of single track, not including sidings, Cost of Equipment. Sumber of horses, 8, cost, Sumber of cars, 3, cost, Sumber of other vehicles [omnibus on runners], cost. Other articles of equipment [harness, blankets, &c.], and owned by company needed in operating	Capital stock authorized by charter, Capital stock paid in, Capital stock paid in, Capital stock paid in per mile of railway owned by company, Capital stock issued (par value of shares), Funded debt incurred for construction, equipment or purchase, Total amount of debt, Amount of debt per mile of railway owned by company, Amount of income expended in construction, equipment and purchase, Total means expended in construction, equipment and purchase [including real estate], Number of stockholders, Cost of Railway. Railways and Branches built by Company. Grack, including timber, rails, &c., and laying, interest during construction, commissions, discounts, &c., allowed to contractors and others, Engineering, agencies, salaries and other expenses during construction, Total cost of construction [original cost], Exerage per mile of single track built by company, not including sidings, &c., Foral cost to this company of all railways built and purchased, Estimated cash cost, Extrage cost per mile of single track, not including sidings, Cost of Equipment. Sumber of horses, 8, cost, Sumber of cars, 3, cost, Sumber of cars, 3, cost, Sumber of other vehicles [omnibus on runners], cost. Stock.], and owned by company needed in operating

01 77-1-7		- A4 010 m
31. Total cost of equipment,		\$4,312 3
32. Average per mile of single track operated, not	44 440 44	
including sidings, &c.,	\$1,603 11	
33. TOTAL COST OF RAILWAY,		32,622 3
 Land and buildings not used in operating road, 	None.	
35. Other property owned by company not needed		
for operating road, specifying the same, .	None.	
36. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		32,622 3
37. Amount of sinking funds in hands of trustees,	None.	,
Expenditures Charged to Capital Account for the Year.		
38. Extension of tracks,	None.	
99. New horses,	\$100 00	
10. New cars and other vehicles,	300 00	
	23 85	
11. Other articles of equipment,	20 00	
2. Buildings,	-	A400 C
3. Total,		\$423 8
Revenue for the Nine Months."		
4. Received from passengers on railways operated	A4 5000 000	
by this company, and for tickets sold,	\$4,980 26	
5. Received from other railways as tolls or rent,		
specifying amount from each,		-
6. Received for mails,	94 50	
7. Received for sales of manure,	50 00	_
8. Total earnings, •		\$5,124 7
9. Income from other sources,	None.	- ,
O. TOTAL INCOME to lessees. '	None.	
1. TOTAL INCOME to company,	21020	5,124 7
2. Percentage of income to capital stock and debt,	17.37	0,202
33. Percentage of income to total means expended	11.01	
in construction, equipment and purchase,	15.71	
, , , ,	10.71	
Expenses of Operating the Railway for the 9 Months.	****	
4. Repairs of road-bed and track,	\$234 52	
5. Repairs of cars and other vehicles, harness and		
horseshoeing,	247 64	
6. Repairs of buildings,	None.	
7. Keeping good the stock of horses,	15 00	
8. Wages and salaries of all persons employed, ex-		
cepting president, treasurer and superintend-		
ent, and their clerks,	1,440 08	
9. Provender,	1,170 41	
il. State taxes,	162 85	
2. Local taxes [town, \$72.28; railroad commis-	#0 00	
sioners, \$7.60],	79 88	
With report,	20 00	
5. Insurance,	36 00	
6. Damages for injuries to persons,	-	-
7. General salaries and office expenses, and all		
other expenses except interest not included		
above [and incidental expenses],	1,524 01	
8. Total expenses of operating,	•	\$4,930 3
9. Per mile of single track operated, not including		• ,
sidings, &c.,	1,832 85	
0. Percentage of expenses to income,	96.23	
Net Income, Dividends, &c.		
11. Total net income above operating expenses, per		
lessees' account,	None.	

^{*} The railway was operated by an individual lessee previous to January, 1874, and the directors are unable to make any report for the three months preceding that date.

•	
72. Total net income above operating expenses, per company's account, 73. Percentage of net income to capital stock and debt. 74. Percentage of net income to total means ex-	\$194 37 0.66
pended in construction, equipment and purchase, 75. Paid for interest, 76. Paid for interest, 77. Balance for the year, or deficit, 78. Surplus at commencement of year, 79. Total surplus, 79. Total surplus, 79. Paid to sinking funds in hands of trustees,	0.60 334 17 139 80 3,462 17 \$3,322 37
General Balance Sheet at Closing of Accounts, Dr.	September 30, 1874.
To construction,	\$26,510 00
To real estate,	2,000 00
Fo equipments,	4,312 37
	\$32,822 33
Cr.	
Capital stock,	. \$21,000 00
Bills payable,	. 8,500 00
Profit and loss account,	. 3,322 37
Description of Railway.	
 Length of single track, not including sidings, owned by company, with description of its several lines of track and branches, and length of each,* Length of railway laid with double track, 	2.690 miles.
 Length of single track operated in one direction only. Length of single track operated in both directions. Aggregate length of switches, sidings, &c., except main track and branches, Total length of track, measured as single track, Total length of track paved, Weight of rail per yard, and description of rail, Total length of single track, not including sidings, &c., operated by this company, 	None. None. 2.69 miles. .049 mile. 2.739 miles. .419 mile. 41 lbs., wrought T rail. 2.690 miles.
tion only, 4. Length of single track operated in both directions, 5. Aggregate length of switches, sidings, &c., except main track and branches, 6. Total length of track, measured as single track, 7. Total length of track paved, 8. Weight of rail per yard, and description of rail, 10. Total length of single track, not including sidings, &c., operated by this company, Miles Run, &c.	None. 2.69 miles. .049 mile. 2.739 miles. .419 mile. 41 lbs., wrought T rail. 2.690 miles.
tion only, 4. Length of single track operated in both directions, 5. Aggregate length of switches, sidings, &c., except main track and branches, 6. Total length of track, measured as single track, 7. Total length of track paved, 8. Weight of rail per yard, and description of rail, 10. Total length of single track, not including sidings, &c., operated by this company, Miles Run, &c. 11. Total number of miles run during the 9 months, 12. Average cost per mile run, 13. Total number of passengers carried in the cars, 14. Total number of round trips for the year, 15. Average number of passengers per round trip, 16. Rate of speed adopted, including stops,	None. 2.69 miles. .049 mile. 2.739 miles419 mile. 41 lbs., wrought T rail.
tion only, 4. Length of single track operated in both directions, 5. Aggregate length of switches, sidings, &c., except main track and branches, 6. Total length of track, measured as single track, 7. Total length of track paved, 8. Weight of rail per yard, and description of rail, 10. Total length of single track, not including sidings, &c., operated by this company, Miles Run, &c. 11. Total number of miles run during the 9 months, 12. Average cost per mile run, 13. Total number of passengers carried in the cars, 14. Total number of round trips for the year, 15. Average number of passengers per round trip, 16. Rate of speed adopted, including stops, 17. Number of persons regularly employed by company,	None. 2.69 miles. .049 mile. 2.739 miles. .419 mile. 41 lbs., wrought T rail. 2.690 miles. 14,902 33.09 cents. 14,903 49,418 2,551
tion only, 4. Length of single track operated in both directions, 5. Aggregate length of switches, sidings, &c., except main track and branches, 6. Total length of track, measured as single track, 7. Total length of track paved, 8. Weight of rail per yard, and description of rail, 10. Total length of single track, not including sidings, &c., operated by this company, Miles Run, &c. 11. Total number of miles run during the 9 months, 12. Average cost per mile run, 13. Total number of passengers carried in the cars, 14. Total number of passengers per round trip, 15. Average number of passengers per round trip, 16. Rate of speed adopted, including stops, 17. Number of persons regularly employed by com-	None. 2.69 miles. .049 mile. 2.739 miles. .419 mile. 41 lbs., wrought T rail. 2.690 miles. 14,902 33.09 cents. 49,418 2,551 19½ 6½ miles per hour.

> MOSES F. WINN, EDWARD E. THOMPSON, ALBERT THOMPSON, CHAS. NICHOLS,

Directors of the North Woburn Street Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. October 30, 1874. Then personally appeared Moses F. Winn, Edward E. Thompson and Albert Thompson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief. Before me,

SHERMAN CONVERSE, Justice of the Peace.

MIDDLESEX, SS. WOBURN, October 30, 1874. Personally appeared Charles Nichols and made oath to the truth of the foregoing statement by him subscribed, according to his best knowldge and belief. Before me,

ALBERT THOMPSON, Justice of the Peace.

Proper Address for the Company.

NORTH WOBURN STREET RAILROAD COMPANY, NORTH WOBURN, MASS.

Name and Residence of Officers.

Moses F. Winn, North Woburn, President; Albert Thompson, North Woburn, Clerk and Treasurer; Charles Nichols, Charles Bond, North Woburn; Edward E. Thompson, David D. Hart, Woburn, Directors.

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OF THE

SALEM STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated by an individual lessee.]

Stock and Debts.	Capital Stock and Debts.	
uthorized by charter, \$150,000 00	STOCK authorized by charter, \$150,000 00	
horized by votes of company,	tock authorized by votes of company,	
aid in per mile of railway	stock paid in per mile of railway	
pany,	by company,	
ded (par value of shares,), 150,000 00	tock issued (par value of shares,), 150,000 00 ревт, due June, 1885, 6 per cent.	
	debt, incurred for construction, equip-	
	or purchase [mortgage on dwelling-	
by lessee], 1,800 00	assumed by lessee], 1,800 00	
ebt, \$37,700	unt of debt, \$37,700	00
	of debt per mile of railway owned	
5,762 77	pany, 5,762 77	
ne expended in construction,	of income expended in construction,	
	nent and purchase [for the whole not known], 19,497 52	
	ans expended in construction, equip-	
		55
of Railway	Cost of Railway.	
	ye and Branches built by Company.	
	at of construction [estimated; items wn],	-
	oer mile of single track built by com-	54
	ost to this company of all railways	
		59
st, .)	d cash cost,	
mile of single track, not in-	ost per mile of single track, not in-	
9,	g sidings,	
of Equipment.	Cost of Equipment.	
52 [lessee, 37]	f horses 52 [lessee, 37],	
	f cars 23,	
vehicles 15,	f other vehicles 15,	
	of equipment [no data from which to	
	articulars], \$24,000	00
of single track operated, not	per mile of single track operated, not	
gs, cc.,	ng sidings, &c.,	
	ost of railway and equipment, buildings not used in operating road, \$3,628 00	200

35. Other property owned by company not needed for operating road, specifying the same, 36. TOTAL AMOUNT OF PERMANENT INVESTMENTS, 37. Amount of sinking funds in hands of trustees [debts assumed by the lessee, both funded and floating].	None. \$207,197		
Expenditures Charged to Capital Account for the Year.			
[Nothing.]			
Revenue for the Year.	Lessee's Ac-	Company's Ac	
44. Received from passengers on railways operated	counts.	counts.	
by this company, and for tickets sold, 45. Received from other railways as tolls or rent,	\$47,493 30	-	
specifying amount from each,	-	-	
16. Received for mails,	1.224 37	-	
17. Received for sales of manure,	48,717 67	_	
19. Income from other sources,	550 08		
50. Total income to lessee,	49,267 75	_	
51. TOTAL INCOME to company [from lessee],	'-	\$150 00	
52. Percentage of income to capital stock and debt. 53. Percentage of income to total means expended	26.25	0.08	
in construction, equipment and purchase, .	23.7 8	0.07	
Expenses of Operating the Railway for the Year.			
54. Repairs of road-bed and track,	\$8,417 40	_	
55. Repairs of cars and other vehicles, harness and	. ,		
horseshoeing,	7,456 63	-	
66. Repairs of buildings,	991 82	-	
57. Keeping good the stock of horses,	1,876 50	-	
68. Wages and salaries of all persons employed, ex- cepting president, treasurer and superintend-	10.018 00		
ent, and their clerks,	19,817 62	_	
59. Provender,	11,919 55 27	_	
32. Local taxes,	_ ~'	_	
Expenses of railway company,	_	\$11 52	
55. Insurance,	615 64	_	
66. Damages for injuries to persons,	559 00	_	
57. General salaries and office expenses, and all other			
expenses except interest not included above,	6,258 91	-	
58. TOTAL EXPENSES OF OPERATING,	*57,913 34	11 52	
9. Per mile of single track operated, not including sidings, &c.,	9,597 83	_	
70. Percentage of expenses to income,	117.5	7.68	
Net Income, Dividends, &c.	!		
11. Total net deficit above income, per lessee's ac-			
count,	\$8,645 59	_	
2. Total net income above operating expenses, per	- 1		
company's account,	-	\$138 48	
debt,	-	0.07	
pended in construction, equipment and pur-			
chase,	-	0.07	
75. Paid for interest,	4,118 38	-	
'6. Paid in dividends, per cent. for the year,	-	-	

[•] Of this amount \$11,224.33 has been expended in permanent improvements.

 77. Balance for the year, or deficit, to lesse Balance for the year, or surplus, for rai 78. Deficit at commencement of year to les Surplus at commencement of year for 79. Total deficit of lessee,	18,0	8.	Company's Accounts. \$138 48 20,865 01 21,003 49	
General alance Sheet at Closing of	Accounts,	Septemb	er 30,	1874.
Dr.				An egg 88
Real estate,				. \$3,628 00
Construction accoun				. 203,569 52
A. P. Robinso				. 1,145 50
W. R. L. War				. 182 74
Cash,	*		*	. 177 73
				\$208,703 49
Capital stock, .	4	. \$150	,000 0	Ō
Bonds,		000000000000000000000000000000000000000	,900 0	
Bills payable,			,800 0	2.
Profit and loss, .			,003 4	
	170	-	1000	- \$208,703 49
1. Length of single track, not including owned by company, with descripti several lines of track and branch	on of its			
length of each,*		6.542	miles.	
From railroad bridge, Bridge Street,				
Street, Beverly, laid chiefly with 42 iron saddle-rails,	-10. cast-			-
To Peabody, through Webster, Pleasar				
and Docton Structs with 71 11	iron cor-			
and Boston Streets, with 71-lb. cast-	Illy Transil			
rugated, strap-rail, and 30-lb. and 40-				-
rugated, strap-rail, and 30-lb. and 40- North Salem track laid with 19-fb. and 26-lb. T rail, wrought iron,	O'Brien,		7	=
rugated, strap-rail, and 30-lb, and 40- North Salem track laid with 19-Tb. and 26-lb. T rail, wrought iron, South Salem, with same rail as Bever	O'Brien, ly track,		mile.	-
rugated, strap-rail, and 30-lb. and 40- North Salem track laid with 19-lb. and 26-lb. T rail, wrought iron, South Salem, with same rail as Bever And 2-inch by 1-inch strap iron on 4×5:	O'Brien, ly track, stringers,		mile.	-
rugated, strap-rail, and 30-lb. and 40- North Salem track laid with 19-lb. and 26-lb. T rail, wrought iron, South Salem, with same rail as Bever And 2-inch by 1-inch strap iron on 4×5- Essex Street branch, from Pleasant Webb Street, cast-iron corrugated,	O'Brien, ly track, stringers, Street to	.212	mile.	
rugated, strap-rail, and 30-lb, and 40- North Salem track laid with 19-fb. and 26-lb. T rail, wrought iron, South Salem, with same rail as Bever And 2-inch by 1-inch strap iron on 4×5: Essex Street branch, from Pleasant Webb Street, cast-iron corrugated, 2. Length of railway laid with double tr	O'Brien, ly track, stringers, Street to ack,	.212		
rugated, strap-rail, and 30-lb. and 40- North Salem track laid with 19-lb. and 26-lb. T rail, wrought iron, South Salem, with same rail as Bever And 2-inch by 1-inch strap iron on 4×5: Essex Street branch, from Pleasant - Webb Street, cast-iron corrugated, 2. Length of railway laid with double tr 3. Length of single track operated in o	O'Brien, ly track, stringers, Street to ack,	.508	mile.	
rugated, strap-rail, and 30-lb, and 40- North Salem track laid with 19-fb. and 26-lb. T rail, wrought iron, South Salem, with same rail as Bever And 2-inch by 1-inch strap iron on 4×5: Essex Street branch, from Pleasant Webb Street, cast-iron corrugated, 2. Length of railway laid with double tr	O'Brien, ly track, stringers, Street to ack, ne direc-	.508 None	mile.	
rugated, strap-rail, and 30-lb. and 40-North Salem track laid with 19-lb. and 26-lb. T rail, wrought iron, South Salem, with same rail as Bever And 2-inch by 1-inch strap iron on 4×5 Essex Street branch, from Pleasant Webb Street, cast-iron corrugated, 2. Length of railway laid with double tr 3. Length of single track operated in o tion only, . 4. Length of single track operated in be tions, .	O'Brien, ly track, stringers, Street to ack, ne direc- oth direc-	.508 None	mile.	
rugated, strap-rail, and 30-lb. and 40-North Salem track laid with 19-lb. and 26-lb. T rail, wrought iron, . South Salem, with same rail as Bever And 2-inch by 1-inch strap iron on 4×5 : Essex Street branch, from Pleasant Webb Street, cast-iron corrugated, 2. Length of railway laid with double tr. 3. Length of single track operated in ortion only,	O'Brien, ly track, stringers, Street to ack, ne direc- oth direc-	.508 None 6.542	mile.	
rugated, strap-rail, and 30-lb. and 40-North Salem track laid with 19-lb. and 26-lb. T rail, wrought iron, South Salem, with same rail as Bever And 2-inch by 1-inch strap iron on 4×5 Essex Street branch, from Pleasant Webb Street, cast-iron corrugated, 2. Length of railway laid with double tr 3. Length of single track operated in o tion only, . 4. Length of single track operated in be tions, .	O'Brien, ly track, stringers, Street to ack, ne direc- oth direc- , &c., ex-	.508 None 6.542	mile.	
rugated, strap-rail, and 30-lb. and 40-North Salem track laid with 19-lb. and 26-lb. T rail, wrought iron, South Salem, with same rail as Bever And 2-inch by 1-inch strap iron on 4×5 Essex Street branch, from Pleasant Webb Street, cast-iron corrugated, 2. Length of railway laid with double tr 3. Length of single track operated in o tion only, 4. Length of single track operated in be tions, 5. Aggregate length of switches, sidings cept main track and branches, 6. Total length of track, measured as sing 7. Total length of track paved,	O'Brien, ly track, stringers, Street to ack, ne direc- oth direc- , &c., ex- gle track,	.508 None 6.542 1.186	mile. mile. miles	7.728 miles. 4.676 miles.
rugated, strap-rail, and 30-lb, and 40-North Salem track laid with 19-fb. and 26-lb. T rail, wrought iron, South Salem, with same rail as Bever And 2-inch by 1-inch strap iron on 4×5 at Essex Street branch, from Pleasant Webb Street, cast-iron corrugated, 2. Length of railway laid with double tr 3. Length of single track operated in o tion only, 4. Length of single track operated in be tions, 5. Aggregate length of switches, sidings cept main track and branches, 6. Total length of track, measured as sing, 7. Total length of track paved, 8. Weight of rail per yard, and description, the single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured as single track, not ines, measured ines, measured as single track, not ines, measured ines, measured ines, measured ines, measured ines, measured ines, measured ines, measured ines, measured ines, measured ines, measured ines, measured ines, measured ines, measured ines, measured ines, me	O'Brien, ly track, stringers, Street to ack, ne direc- oth direc- , &c., ex- gle track, on of rail, er compa- including	.508 None 6.542 1.186	mile. mile. miles	7.728 miles.
rugated, strap-rail, and 30-lb. and 40-North Salem track laid with 19-lb. and 26-lb. T rail, wrought iron, South Salem, with same rail as Bever And 2-inch by 1-inch strap iron on 4×5 tessex Street branch, from Pleasant Webb Street, cast-iron corrugated, 2. Length of railway laid with double tr. 3. Length of single track operated in otion only, 4. Length of single track operated in botions, 5. Aggregate length of switches, sidings cept main track and branches, 6. Total length of track, measured as sing 7. Total length of track paved, 3. Weight of rail per yard, and descripting Length of trailway belonging to other	O'Brien, ly track, stringers, Street to ack, ne direc- oth direc- , &c., ex- gle track, on of rail, er compa- including	.508 None 6.542 1.186	mile. miles. miles. miles	7.728 miles. 4.676 miles.

Miles Run, &c.

- 11. Total number of miles run during the year,

- 15. Average number of passengers per round trip, .

 16. Rate of speed adopted, including stops, . . .
- 17. Number of persons regularly employed by com-
- 18. Number of persons regularly employed by lessee,
- 19. Rates of fare: -To Sept. 24 same as last peport; from Sept. 24, single fare 7 cents, coupon tickets, 16 for \$1, 50 for \$3; branches, single fare, 5 cents.

272,713

21.20 cents.

1.290,727 80,675

15.999

4.75 miles per hour.

1

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List of Accidents in Massachusetts.

		FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR DUCT OR CA	TOTAL.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		-	-	-	-	· -	-
Employés, .		-	-	-	-	-	-
Others, .		-	1	-	1	-	2

Statement of each Accident.

November 2, 1873.—A lady was knocked down by a horse and injured on her

June 20, 1874.—A man, lying on the track intoxicated, was struck by a car and slightly injured on his head.

> ABNER C. GOODELL, JR., B. W. RUSSELL. WILLIAM MACK, HENRY WHEATLAND, Directors of the Salem Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. SALEM, November 4, 1874. Then personally appeared Abner C. Goodell, Jr., B. W. Russell, William Mack and Henry Wheatland, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN F. MACHADO, Justice of the Peace.

Proper Address for the Company. SALEM STREET RAILWAY, SALEM, Mass.

Name and Residence of Officers.

Abner C. Goodell, Jr., President, Salem; William Mack, Treasurer, Salem.

Directors.—A. C. Goodell, Jr., Salem; Asa P. Robinson, New York; William Mack, Henry Wheatland, Benjamin W. Russell, Salem. James P. Robinson,

Lessee, No. 19 Broad Street, Room 42, New York City.

OF THE

SOMERVILLE HORSE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated by the Middlesex Railroad Company and the Union Railway Co.]

Capital Stock and Debts.		
1. Capital Stock authorized by charter,	\$100,000 00	
2. Capital stock authorized by votes of company,	98,000 00 98,000 00	
3. Capital stock paid in,	30,000 00	
owned by company,	26,112 44	
5. Capital stock issued (par value of shares \$50),	98,000 00	
6. Funded debt, due , per cent. interest, .) ·	
9. Unfunded debt, incurred for construction, equip-	ł i	
ment or purchase,	11	
10. Total amount of debt,	None.	
by company,	11	
12. Amount of income expended in construction,	11 .	
equipment and purchase,	IJ	
13. Total means expended in construction, equip-		****
ment and purchase,	41	\$ 98,000 0 0
14. Number of stockholders,	41 .	•
Cost of Railway.	i	
Railways and Branches built by Company.	1	
19. Total cost of construction,		\$98,000 00
20. Average per mile of single track built by com-		
pany, not including sidings, &c.,	\$26,112 44	
23. Total cost to this company of all railways built and purchased.		98,000 00
(Estimated cash cost, .)		30,000 00
24. Average cost per mile of single track, not in-	į	
cluding sidings,	26,112 44	
Cost of Bosisment		
Cost of Equipment.		
[No equipment.]	i	
36. Total amount of permanent investments,		\$98,000 00
37. Amount of sinking funds in hands of trustees,	None.	•
Expenditures Charged to Capital Account for the Year.	1	
[Nothing.]		
Revenue for the Year.	i	
45. Received from other railways, as tolls or rent, specifying amount from each,	\$5,880 00	
51. Total income to company,	40,000 00	5,880 00
	6	0,000
52. Percentage of income to capital stock and debt,		

53. Percentage of income to total means expended in construction, equipment and purchase,	6
Expenses of Operating the Railway for the Year.	
[Paid by Lessees.]	
Net Income, Dividends, &c.	
71. Total net income above operating expenses, per les-	
sees' account,	
72. Total net income above operating expenses, per company's account,	\$5,880 00
73. Percentage of net income to capital stock and debt.	6
74. Percentage of net income to total means ex-	
pended in construction, equipment and pur- chase.	6
75. Paid for interest,	Nothing. \$5,880 00
 Paid in dividends, 6 per cent. for the year, Balance for the year, or surplus, 	None.
78. Surplus at commencement of year,	None.
0	
Capital stock,	\$98,000 0
	\$98,000 00
Description of Railway. 1. Length of single track, not including sidings,	\$98,000 0
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches,*	3.753 miles.
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches,* From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by	
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches,* From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by the Middlesex Railroad Company.	
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches,* From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by the Middlesex Railroad Company. From Cambridge line, on Milk Street, East Cambridge, to Union Square, thence on Milk	3.753 miles.
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches,* From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by the Middlesex Railroad Company. From Cambridge line, on Milk Street, East	3.753 miles.
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches,* From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by the Middlesex Railroad Company. From Cambridge line, on Milk Street, East Cambridge, to Union Square, thence on Milk and Elm Streets to Willow Street, Somerville, operated by Union Railway Co. 2. Length of railway laid with double track,	3.753 miles.
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches,* From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by the Middlesex Railroad Company. From Cambridge line, on Milk Street, East Cambridge, to Union Square, thence on Milk and Elm Streets to Willow Street, Somerville, operated by Union Railway Co. 2. Length of railway laid with double track, 3. Length of single track operated in one direction only,	3.753 miles.
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches,* From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by the Middlesex Railroad Company. From Cambridge line, on Milk Street, East Cambridge, to Union Square, thence on Milk and Elm Streets to Willow Street, Somerville, operated by Union Railway Co. 2. Length of railway laid with double track, 3. Length of single track operated in one direction only, 4. Length of single track operated in both directions,	3.753 miles.
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches,* From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by the Middlesex Railroad Company. From Cambridge line, on Milk Street, East Cambridge, to Union Square, thence on Milk and Elm Streets to Willow Street, Somerville, operated by Union Railway Co. 2. Length of railway laid with double track, 3. Length of single track operated in one direction only, 4. Length of single track operated in both directions, 5. Aggregate length of switches, sidings, &c., ex-	3.753 miles. None. All.
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches,* From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by the Middlesex Railroad Company. From Cambridge line, on Milk Street, East Cambridge, to Union Square, thence on Milk and Elm Streets to Willow Street, Somerville, operated by Union Railway Co. 2. Length of railway laid with double track, 3. Length of single track operated in one direction only, 4. Length of single track operated in both directions, 5. Aggregate length of switches, sidings, &c., except main track and branches, 6. Total length of track, measured as single track,	3.753 miles. None. All274 mile. 4.027 miles.
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches.* From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by the Middlesex Railroad Company. From Cambridge line, on Milk Street, East Cambridge, to Union Square, thence on Milk and Elm Streets to Willow Street, Somerville, operated by Union Railway Co. 2. Length of railway laid with double track, 3. Length of single track operated in one direction only, 4. Length of single track operated in both directions, 5. Aggregate length of switches, sidings, &c., except main track and branches,	3.753 miles. None. All274 mile. 4.027 miles. 3.303 miles.
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches,* From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by the Middlesex Railroad Company. From Cambridge line, on Milk Street, East Cambridge, to Union Square, thence on Milk and Elm Streets to Willow Street, Somerville, operated by Union Railway Co. 2. Length of railway laid with double track, 3. Length of single track operated in one direction only, 4. Length of single track operated in both directions, 5. Aggregate length of switches, sidings, &c., except main track and branches, 6. Total length of track, measured as single track,	3.753 miles. None. All. .274 mile. 4.027 miles. 3.303 miles. 2.640 miles 48 lbs. pe yard, 1.113 miles 28 lbs
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches,* From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by the Middlesex Railroad Company. From Cambridge line, on Milk Street, East Cambridge, to Union Square, thence on Milk and Elm Streets to Willow Street, Somerville, operated by Union Railway Co. 2. Length of railway laid with double track, 3. Length of single track operated in one direction only, 4. Length of single track operated in both directions, 5. Aggregate length of switches, sidings, &c., except main track and branches, 6. Total length of track, measured as single track, 7. Total length of track paved, 8. Weight of rail per yard, and description of rail, 9. Length of railway belonging to other compa-	3.753 miles. None. All. .274 mile. 4.027 miles. 3.303 miles. 2.640 miles 48 lbs. pe yard, 1.113 miles 28 lbs
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches,* From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by the Middlesex Railroad Company. From Cambridge line, on Milk Street, East Cambridge, to Union Square, thence on Milk and Elm Streets to Willow Street, Somerville, operated by Union Railway Co. 2. Length of railway laid with double track, 3. Length of single track operated in one direction only, 4. Length of single track operated in both directions, 5. Aggregate length of switches, sidings, &c., except main track and branches, 6. Total length of track, measured as single track, 7. Total length of track paved, 8. Weight of rail per yard, and description of rail, 9. Length of railway belonging to other companies, measured as single track, not including	3.753 miles. None. All274 mile. 4.027 miles.
Description of Railway. 1. Length of single track, not including sidings, owned by company, with description of its several lines of track and branches,* From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by the Middlesex Railroad Company. From Cambridge line, on Milk Street, East Cambridge, to Union Square, thence on Milk and Elm Streets to Willow Street, Somerville, operated by Union Railway Co. 2. Length of railway laid with double track, 3. Length of single track operated in one direction only, 4. Length of single track operated in both directions, 5. Aggregate length of switches, sidings, &c., except main track and branches, 6. Total length of track, measured as single track, 7. Total length of track paved, 8. Weight of rail per yard, and description of rail, 9. Length of railway belonging to other compa-	3.753 miles. None. All. .274 mile. 4.027 miles. 3.303 miles. 2.640 miles 48 lbs. pe yard, 1.113 miles 28 lbs

Miles Run, &c.

[Included in reports of Middlesex R. R. Co. and Union Railway Co.]

S. E. SEWALL,
CHARLES E. POWERS,
R. E. DEMMON,
GEORGE O. BRASTOW,
Directors of the Somerville Horse Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 5, 1874. Then personally appeared Samuel E. Sewall, one of the Directors of the Somerville Horse Railroad Company, and made oath to the truth of the foregoing statement by him subscribed.

GEO. A. DARY, Justice of the Peace.

SUFFOLK, ss. November 5, 1874. Then personally appeared Charles E. Powers and R. E. Demmon, and severally made oath to the truth of the foregoing statement by them subscribed.

S. F. WILKINS, Justice of the Peace.

Proper Address for the Company.

SOMERVILLE HORSE RAILROAD COMPANY, No. 27 TREMONT ROW, BOSTON, MASS.

Name and Residence of Officers.

Directors.—Samuel E. Sewall, President, Melrose; Charles E. Powers, Reuben E. Demmon, Boston; George O. Brastow, Somerville. George W. Palmer, Treasurer and Clerk, Boston.

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OF THE

SOUTH BOSTON RAILROAD COMPANY,

Capital Stock and Debts.		
 Capital stock authorized by charter, Capital stock authorized by votes of company 		00
Capital stock paid in, Capital stock paid in per mile of railway owner		
by company, 5. Capital stock issued (par value of shares, \$50)	57,840	-
6. FUNDED DEBT, due , per cent. interest, 10. Total amount of debt,	None.	None.
ment and purchase,	133	\$450,000 00
Cost of Railway.		
Railways and Branches built by Company.		
 Grading and paving, Track, including timber, rails, &c., and laying Interest during construction, commissions, dis 	-)	32
counts, &c., allowed to contractors and others, ers, 18. Engineering, agencies, salaries and other ex	. 39,677	10
penses during construction,		100 292 40
19. Total cost of construction,		180,536 49
pany, not including sidings, &c.,	. 23,205	20
23. Total cost to this company of all railways	8	
built and purchased, (Estimated cash cost, .)		180,536 49
 Average cost per mile of single track, not including sidings, 	23,205	20
Cost of Equipment.	1	
25. Number of horses, 340, cost,	. \$45,695	00
26. Number of cars, 60, cost,	. 50,360	
27. Number of other vehicles, cost,	20,965	
28. Other articles of equipment, 29. Land owned by company needed in operating	42,515	66
road, 30. Buildings owned by company needed in operat	109,927	02
ing road,		\$269,463 58
32. Average per mile of single track operated, not		
including sidings, &c.,	. 34,635	
33. TOTAL COST OF RAILWAY AND EQUIPMENT,		450,000 00
36. TOTAL AMOUNT OF PERMANENT INVESTMENTS		450,000 00
37. Amount of sinking funds in hands of trustees,	-	-

Expenditures Charged to Capital Account for the Year. [None.]		
Revenue for the Year.		
44. Received from passengers on railways operated by this company, and for tickets sold, .	\$3 17,264 05	
45. Received from other railways, as tolls or rent, specifying amount from each,	_	-
16. Received for mails,	973 87	-
18. Total earnings,	375 C.	\$318,237 9
19. Income from other sources,	4 33	-
50. TOTAL INCOME to lessee,	-	318,242 2
52. Percentage of income to capital stock and debt,	70.72	,
53. Percentage of income to total means expended in construction, equipment and purchase, .	70.72	
Expenses of Operating the Railway for the Year.		
54. Repairs of road-bed and track,	\$13,470 96	
horse-shoeing,	17,024 26	
6. Repairs of buildings,	793 67	
 Keeping good the stock of horses, Wages and salaries of all persons employed, excepting president, treasurer and superintend- 	17,432 32	
ent and their clerks,	133,729 16	
59. Provender,	52,282 08 6,968 61	
51. State taxes,	1,412 00	
 Rent and tolls paid other companies for use of their roads, specifying amount to each [Me- 	7,	
tropolitan Railroad Company],	6,401 29	
35. Insurance,	2,898 23	
56. Damages for injuries to persons,	8 00	•
expenses, except interest, not included above,	22,178 38	
58. Total expenses of operating,	·	\$274,598 96
9. Per mile of single track operated, not including sidings, &c.,	35,295 50	
70. Percentage of expenses to income,	86.29	
Net Income, Dividends, &c.		
1. Total net income above operating expenses, per lessee's account,	<u> </u>	_
2. Total net income above operating expenses, per com-	\$43,643 2 9	
pany's account,	9.70	
debt,		
chase,	9.70	_
5. Paid for interest,	45,000 00	-
7. Balance for the year, or deficit,	1,356 71	
8. Surplus at the commencement of the year,	15,514 63	
9. Total surplus,		\$14,157 92

General Balance Sheet at Closing of Accounts, September 30, 1874.

					Di	2.						
Real estate, .				+	,							\$109,927 0
Equipment, .			1	1						*		159,536 56
Construction, .												180,536 49
Cash,												13,657 9
Bills receivable,												500 0

					CE							\$464,157 9
Control of the					CI				***	0000	00	
Capital stock,										0,000		
Profit and loss,								-		4,157	973	8464,157 9
1. Length of sin owned by several lin length of a Main line, no Bay View lin	comples of sach,* ot incl	track pany f track ludir t inc	k, no , wit ack ng do ludir	t inch de and ouble ng do	ludin scrip bran trac	tion iches k,	of it	8	7.780 3 mil 2.92 r	es.		
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Rate of speed	mgle track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of track of 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^{*} Length in all cases to be given in miles and decimals.

J. C. GIPSON, S. E. WESTCOTT, D. L. BRADFORD, E. H. BAKER, HIRAM EMERY, BENJ. DEAN,

Directors of the South Boston Street Railway Company.

SUFFOLK, ss. October 31, 1874. Then personally appeared J. C. Gipson, S. E. Westcott, D. L. Bradford, E. H. Baker, Hiram Emery and Benjamin Dean, a majority of the Directors of the South Boston Railroad Company, and severally made oath to the truth of the foregoing statement by them subscribed.

H. P. HANSON, Justice of the Peace.

Proper Address for the Company.

THE SOUTH BOSTON RAILROAD COMPANY, No. 715 BROADWAY, BOSTON.

Name and Residence of Officers.

J. C. Gipson, President, Newton; Robert Johnson, Superintendent, Boston; H. P. Hanson, Clerk and Treasurer, Boston.

Directors.—Julius Adams, E. H. Baker, D. L. Bradford, Benjamin Dean, Hiram Emery, S. E. Westcott,—all of Boston.

OF THE

SPRINGFIELD STREET RAILWAY COMPANY,

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$100,000 00	
2. Capital stock authorized by votes of company		
3. Capital stock paid in,	50,000 00	
4. Capital stock paid in per mile of railway owned	13,157 90	
by company, 5. Capital stock issued (par value of shares, \$100)	50,000 00	
6. FUNDED DEBT, due , per cent. interest,	- 50,000 00	-
9 Unfunded debt, incurred for construction, equip-		
ment or purchase,	22,375 84	
10. Total amount of debt,	2.000	\$22,375 8
1. Amount of debt per mile of railway owned by		
company,	4,939 29	
12. Amount of income expended in construction,		
equipment and purchase,	20,983 81	
 Total means expended in construction, equipment and purchase,		93,359 68
4. Number of stockholders,	36	00,000 0
or attended to determinately 1 1 1 1 1	1000	
Cost of Railway.		
Railways and Branches built by Company.	1/4	\$ -0.7YO 0.
Total cost of construction [no separate account],		\$57,515 74
20. Average per mile of single track built by com-		
pany, not including sidings, &c.,	15,135 72	
 Total cost to this company of all railways built and purchased, 		57,515 74
(Estimated cash cost, .)		01,020 14
4. Average cost per mile of single track, not in-		
cluding sidings,	15,135 72	
Cost of Equipment.	1	
25. Number of horses, 35, cost,	\$7,384 64	
26. Number of cars, 9, cost,	9,993 40	
7. Number of other vehicles, 5, cost,	1,913 35	
8. Other articles of equipment,	1,332 11	
9. Land owned by company needed in operating)	
road,	15,220 41	
30. Buildings owned by company needed in operat-	10,000	
ing road,).	80F 040 NI
31. Total cost of equipment,		\$35,843 91
 Average per mile of single track operated, not including sidings, &c., 	9,432 61	
3. TOTAL COST OF RAILWAY AND EQUIPMENT,	5,400 01	93,359 65
36. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		93,359 65
37. Amount of sinking funds in hands of trustees,		-
Expenditures Charged to Capital Account for the Year.		
그림으로 가장하는 사람이 나가 살아 있다면 하는데 하는데 어느 아니는데 아니는데 아니다.	\$2,649 31	
38. Extension of tracks,	, 60,010 31	

	1	
39. New horses,	\$1,485 14	
10. New cars and other vehicles,	1,293 77	
11. Land,		-
2. Buildings,	345 61	
3. Total,	1	\$5,773 83
		\ -,
Revenue for the Year.		
14. Received from passengers on railways operated	\$00 000 10	
by this company, and for tickets sold,	\$26,906 16	
Reduction in unredeemed ticket account,	134 99	
15. Received from other railways, as tolls or rent,	ì	
specifying amount from each,	-	-
16. Received for mails,	- \	-
17. Received for sales of manure,	434 40	
18. Total earnings, ,	l l	\$27,47 5 55
19. Income from other sources,	493 01	
50. TOTAL INCOME to lessee,	_	-
51. TOTAL INCOME to company,	1	27,968 56
52. Percentage of income to capital stock and debt,	38.64	,
53. Percentage of income to total means expended	00.02	
in construction, equipment and purchase, .	29.96	
Expenses of Operating the Railway for the Year.		
	** ***	
54. Repairs of road-bed and track,	\$1,642 74	
55. Repairs of cars and other vehicles, harness and		
horse-shoeing,	2,075 21	
56. Repairs of buildings,	307 95	
57. Keeping good the stock of horses [and cars], .	-	-
58. Wages and salaries of all persons employed,		
excepting president, treasurer and superin-		
tendent and their clerks,	10,464 89	
59. Provender [\$5,754.83; straw, \$491.89],	6,246 70	
61. State taxes,	331 91	
62. Local taxes,	213 18	
65. Insurance,	158 04	
	_ 100 04	_
66. Damages for injuries to persons,	_	_
67. General salaries [\$1,200], and office expenses,		
and all other expenses, except interest, not		
included above [\$632.49],	1,832 49	A00 000 11
58. TOTAL EXPENSES OF OPERATING,	1	\$23,273 11
59. Per mile of single track operated, not includ-		
ing sidings, &c.,	6,124 50	
70. Percentage of expenses to income,	83.21	
Net Income, Dividends, &c.		
71. Total net income above operating expenses, per les-		_
see's account,	_	-
72. Total net income above operating expenses, per com-		
pany's account,"	\$4,695 45	
73. Percentage of net income to capital stock and		
debt,	6.49	
74. Percentage of net income to total means ex-		
pended in construction, equipment and pur-		
chase,	5.03	
75. Paid for interest,	888 84	
76. Paid in dividends, per cent. for the year, .	_	_
77. Balance for the year, or surplus,*	3,806 61	
78. Surplus at commencement of year,	16,189 69	
79. Total surplus,	10,100 00	19,996 3
30. Paid to sinking funds in hands of trustees,	1 _	
or zere to cruning runds in nande or trustocs,	_	_
	1	

 $^{^{\}diamond}$ The depreciation in equipment during the year by estimate was \$3,475.61, reducing the apparent gain or surplus for the year.

General Balance Sheet at Closing of Accounts,	September 30, 1874.
Bills receivable,	\$115 00
Real estate,	
Construction,	57,515 74 9,993 40
Horses,	7,384 64
Omnibuses and sleighs,	: 1,913 36
Sundry equipment,	1,332 11
.	\$93,474 65
Capital stock,	. \$50,000 00
Unfunded debt,	. 22,490 84
Unredeemed tickets,	967 51
Renewal, \$11,75 General renewal, 1,74	17 UL . 18 60 .
	80 69 .
·	19,996 30
	
Description of Railway.	
1. Length of single track, not including sidings,	
owned by company, with description of its	•
several lines of track and branches, and length of each,*	3.800 miles.
From the station on North Main Street, on	3.333
Main Street to State Street, thence on State	
Street to Boston Road,	9.910 miles.
cust Street, thence on Locust Street to Mill	•
River,	.890 mile.
2. Length of railway laid with double track,	
3. Length of single track operated in one direction only,	
4. Length of single track operated in both direc-	
tions,	3.800 miles.
5. Aggregate length of switches, sidings, &c., except main track and branches,	.730 mile.
6. Total length of track, measured as single track,	4.530 miles
7. Total length of track paved [and macadam-	
ized],	4 miles.
10. Total length of single track, not including sid-	33-lbs., wrought iron.
ings, &c., operated by this company,	3.800 miles.
Miles Run, &c.	
11. Total number of miles run during the year, .	102,293
12. Average cost per mile run,	22.75 cents.
13. Total number of passengers carried in the cars,	388,513
14. Total number of round trips for the year,15. Average number of passengers per round trip,	17.59
16. Rate of speed adopted, including stops,	5 miles per hour.
17. Number of persous regularly employed by com-	-
pany,	21
18. Number of persons regularly employed by lessee,	
	§ 16 tickets for \$1; single
19. Rates of fare,	fares, 5 and 8 cents.
	<u> </u>

^{*} Lengths in all cases to be given in miles and decimals.

HAMPDEN, SS. November, 1874. Then personally appeared G. M. Atwater, John Olmsted and Homer Foot, and severally made oath to the truth of the foregoing statement by them subscribed.

GIDEON WELLS, Justice of the Peace.

Proper Address for the Company.

SPRINGFIELD STREET RAILWAY COMPANY, SPRINGFIELD, MASS.

Name and Residence of Officers.

G. M. Atwater, President and Treasurer; F. E. King, Superintendent,-all of Springfield.

ÆΩ

OF THE

STONEHAM STREET BAILBOAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Operated by an individual lessee.]

	Capital Stock and Dobts.	••	
	CAPITAL STOCK authorised by charter,	\$ 50,080 0	0 , .
	Capital stock authorised by votes of company,	33,000 0	
8.	Capital stock paid in,	33,000 0	0
4.	Capital stock paid in per mile of railway	10 000 0	•
	owned by company,	13,900 0	U
	Capital stock issued (par value of shares), .	None.	-
10	FUNDED DEET, due , per cent interest, . Amount of income expended in construction,	Ti Amôr	
14	equipment and purchase,	9,969 4	4 .
13.	Total means expended in construction, equip-	0,000	-
	ment and purchase.		\$49,969 44
14.	Number of stockholders,	16	
	4 A 4 To 11-		
	Cost of Railway.		
10	Railways and Branches built by Company.		\$22,000,00
	Total cost of construction [all built by contract], Average per mile of single track built by com-		\$ 33,000 00
Æ0.	pany, not including sidings, &c.,	13,200 0	Λ
23.	TOTAL COST to this company of all railways	10,000	•
	built,		33,000 00
	(Estimated cash cost, .)		,
24.	Average cost per mile of single track, not includ-		
	ing sidings,	13,200 0	0
	Cost of Equipment.	Lessee's Ac-	Company's Ac-
	<u> </u>	counts.	counts.
	Number of horses 22, cost,	\$4,4 00 00	A. 000 -0
	Number of cars 5, cost,	-	\$4,682 50
	Number of other vehicles 3 [sleighs], cost, Other articles of equipment [snow plow].	500 00	1,061 94
	Land owned by company needed in operating	300 00	-
23.	road,	_	_
30.	Buildings owned by company needed in operat-		
•••	ing road,	_	1,000 00
31.	Total cost of equipment,	4,900 00	6,744 44
32.	Average per mile of single track operated, not	, and the second second	•
	including sidings, &c.,	-	-
	TOTAL COST OF RAILWAY AND EQUIPMENT, .	-	39,744 44
	Land and buildings not used in operating road,	-	3,225 00
35.	Other property owned by company not needed		
26	for operating road, specifying the same,	-	40.000.44
	TOTAL AMOUNT OF PERMANENT INVESTMENTS, Amount of sinking funds in hands of trustees,		42,969 44
<i>51</i> .	Amount of smaring rands in names of trustees,		_
_			

	Lessee's Accounts.	Company's Accounts.
Expenditures Charged to Capital Account for the Year.	554	
[None.]		
Revenue for the Year.		
44. Received from passengers on railways operated	******	
by this company, and for tickets sold,	\$14,711 40	-
45. Received from other railways, as tolls or rent, specifying amount from each,	_	_
46. Received for mails,	150 00	-
47. Received for sales of manure,	171 50	
48. Total earnings,	-	\$2,100 0
49. Income from other sources,	15,032 90	97 9
51. TOTAL INCOME to company,	10,002 50	2,197 9
52. Percentage of income to capital stock and debt,	-	6.66
53. Percentage of income to total means expended		
in construction, equipment and purchase, .	-	5.11
Expenses of Operating the Railway for the Year.		
54. Repairs of road-bed and tracks,	\$651 00	-
55. Repairs of cars and other vehicles, harness and		
horseshoeing,	847 19	-
56. Repairs of buildings,	99 67 450 00	-
68. Wages and salaries of all persons employed, ex-	400 00	_
cepting president, treasurer and superintend-		
ent, and their clerks,	5,211 96	-
59. Provender,	4,181 15	
61. State taxes,	- 55 08	\$ 73 17
33. Rent,	2,100 00	_
55. Insurance,	93 00	_
6. Damages for injuries to persons,	-	_
57. General salaries and office expenses and all	'	
other expenses except interest not included above.	889 89	104 78
38. Total expenses,	14,578 94	177 95
9. Per mile of single track operated, not including	,	
sidings, &c.,	5,831 57	-
O. Percentage of expenses to income,	-	8.10
Net Income, Dividends, &c.		•
1. Total net income abore operating expenses, per les-	_	
see's account,	\$453 96	-
2. Total net income abore operating expenses per com-	1	A 0.010.00
pany's account,		\$ 2,019 96
debt,	_	6.12
4. Percentage of net income to total means ex-	.	
pended in construction, equipment and pur-	}	
chase,	-	4.70
5. Paid for interest,	-	nen or
6. Paid in dividends, 3 per cent. for the year, 7. Balance for the year, or surplus,	_	969 00 1,050 96
8. Surplus at commencement of year,	_	11,177 40
9. Total surplus,	-	12,228 36
0. Paid to sinking funds in hands of trustees, .	-	· -

General Balance Sheet at Closing of Accounts, September 30, 1874.

Daniel attack					Di	.5						
Construction, .								0				\$33,000 00
Equipment, .				-	3-		*			1		6,744 44
Real estate, .			-			10						3,225 00
Benjamin Hibbs	ard,		-	14		4	*	100	-			700 00
Cash,		10				4		*				1,558 92
												\$45,228 36
					Cı							10000
Capital stock,					*					3,000		
Surplus,	14.	191	14	*		*		9	-15	2,228	36	\$45,228 36
1. Length of s	Descrip single	trac	k, no	t in	cludi	ng si	dings	3,				
owned by several I length of 2. Length of s tion only, 4. Length of s tions, . 5. Aggregate I cept main 6. Total length 7. Total length 8. Weight of research	ines each, ailway single single ength track of track of track	of track track of s and ack, ack p	d with k ope witch branches paved, and	and h do erate hes, s nches ured l, d de	nble ed in d in siding s, as si	track one both s, &	direction, extrack	1 1 2	None None 2.500 038 1	miles	. 2	.538 miles. ht iron.
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several length of 2. Length of 3. Length of 5 tion only, 4. Length of 8 tions, 5. Aggregate k cept main 6. Total length 7. Total length 8. Weight of r.	lines each, ailway single single tength track of track of trail per Mi er of 1	y laid track track of s ack, ack j yar les B	d with the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the con	and h do erate hes, s nche sured h, d de tc. duri	nble ed in d in siding s, as si	both is, &	direction, extrack	d : 1 : 1 : 2 : 3 : 3 : 3 : 3 : 3 : 3 : 3 : 3 : 3	None None 2,500 038 r	miles	2.	-
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several length of 2. Length of r. 3. Length of r. 4. Length of s. tion only, 4. Length of s. tions, . 5. Aggregate k. cept main 6. Total length 7. Total length 8. Weight of r. 11. Total number 12. Average cost 13. Total number 14. Total number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average number 15. Average numb	ines each, ailway single single ength toftr of tr ail per Mi er of tr er of per er of per mber of	of track track of sex and ack, ack pryar les B miles mile passe from f pa	witch d with k ope witch d braineas paved, and tun, to grun, enger d trip	and h doerate erate ness, s nche nured h, d de duri	brained in dings, as si script	both s, & ngle ion control year, ound	direction, extrack	1 2 3	None None 2.500 038 r 3 1bs	miles niles s., wr	2. 2. coug	40,000 179,550 8,000
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er of all er of all er of all er of all er of all er of a	of tracky laid tracky of second ack, ack pryar less miles miles miles ack passe round apprendix of passe round ack passe round ack passe round ack passe round ack passe round ack passe round ack passe round ack passe round ack passe round ack passe round ack passe round ack passe round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack passes round ack 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[·] Lengths in all cases to be given in miles and decimals.

LUTHER HILL, GEO. W. DIKE, WM. HURD, WILLIAM TIDD, JOHN HILL,

Directors of the Stoneham Street Railroad Company.

MIDDLESEX, 88. October 31, 1874. Then personally appeared Luther Hill, George W. Dike, William Hurd, William Tidd and John Hill, and severally made oath to the truth of the foregoing statement by them subscribed.

LYMAN DIKE, Justice of the Peace.

Proper Address for the Company.

STONEHAM STREET RAILROAD COMPANY, STONEHAM, MASS.

Name and Residence of Officers.

A. V. Lynde, Melrose, *President*; Lyman Dike, Stoneham, *Clerk.*Directors.—Luther Hill, George W. Dike, William Hurd, William Tidd, John Hill,—all of Stoneham.

OF THE

TAUNTON STREET RAILWAY COMPANY,

1. Capital stock suthorised by charter, 2. Capital stock halderised by voice of company, 3. Capital stock paid in per mile of railway owned by company, 4. Capital stock paid in per mile of railway owned by company, 5. Capital stock paid in per mile of railway owned by company, 6. Funded debt, incurred for construction, equipment and purchase, 10. Total emount of debt per mile of railway owned by company, 12. Amount of income expended in construction, equipment and purchase, 13. Total means expended in construction, equipment and purchase, 14. Number of stockholders, Cost of Railway. Railways and Branches built by Company. 15. Grading and paving, 17. Interest during construction, commissions, discounts, &c., allowed to contractors and others, 18. Engineering, agencies, salaries and other expenses during construction, 19. Total cost of construction, 19. Total cost of construction, 20. Average per mile of single track, built by company, not including sidings, &c., 21. Total cost of construction, 22. Average cost per mile of single track, not including sidings, Cost of Equipment. 25. Number of horses, 35, cost, 26. Number of other vehicles , cost, 27. Number of other vehicles , cost, 28. Other articles of equipment, 29. Land owned by company needed in operating road, 31. Total cost of equipment, 32. Total cost of equipment, 33. Total cost of equipment, 34. Average cost per mile of single track, not including sidings, 35. Number of other vehicles , cost, 36. Sumber of cores of equipment, 37. Total cost of equipment, 38. Sumber of other vehicles , cost, 39. Buildings owned by company needed in operating road, 31. Total cost of equipment, 31. Total cost of equipment,	Capital Stock and Debts.	···	
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penses during construction,	ers,	[]	
19. Total cost of construction,	18. Engineering, agencies, salaries and other ex-	475 00	
20. Average per mile of single track, built by company, not including sidings, &c.,		475 00	\$27,687 75
23. Total cost to this company of all railways built and purchased,	20. Average per mile of single track, built by com-		4 0.,000 10
built and purchased,		6,769 44	
(Estimated cash cost,) 24. Average cost per mile of single track, not including sidings,		1	27.687 75
Cost of Equipment. 25. Number of horses, 35, cost,	(Estimated cash cost, .)		,
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27. Number of other vehicles , cost,			
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road,		2,000	•
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		12.313 29	
			\$ 30,170 02
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 32. Average per mile of single track operated, not including sidings, &c., 33. TOTAL COST OF RAILWAY AND EQUIPMENT, . 34. Land and buildings not used in operating road, so other property owned by company not needed for operating road, specifying the same, . 36. TOTAL AMOUNT OF PERMANENT INVESTMENTS, . 37. Amount of sinking funds in hands of trustees, . Expenditures Charged to Capital Account for the Year. 39. New horses [horse account reduced by \$350], . 43. Permanent investments reduced during the year, 	\$7,376 53 - - - - - \$350 00	\$57,857 77 - 57,857 77 -
Dames And Alex Warm		
Hevenue for the Year. 44. Received from passengers on railways operated by this company, and for tickets redeemed, . 48. Total earnings,	\$25,115 02 51.26 43.48	\$25,115 02 25,115 02
Expenses of Operating the Railway for the Year.		
 54. Repairs of road-bed and track, 55. Repairs of cars and other vehicles, harness and horseshoeing, 58. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks, 59. Provender, 61. State taxes, 62. Local taxes, 65. Insurance, 	\$2,150 00 1,600 00 8,728 80 5,563 30 573 87 40 50 174 50	
66. Damages for injuries to persons,	-	-
 67. General salaries and office expenses, and all other expenses except interest not included above, 68. TOTAL EXPENSES OF OPERATING, 69. Per mile of single track operated, not including sidings, &c., 70. Percentage of expenses to income, 	4,449 36 5,692 01 92.69	\$23,280 33
Net Income, Dividenda, &c.		
71. Total net income above operating expenses, per lessee's account, 72. Total net income above operating expenses, per company's account, 73. Percentage of net income to capital stock and debt, 74. Percentage of net income to total means expended in construction equipment and purposed.	- \$1,834 69 3.74	-
pended in construction, equipment and purchase,. 75. Paid for interest,. 76. Paid in dividends, per cent for the year,. 77. Balance for the year, or surplus, 78. Surplus at commencement of year, 79. Total surplus, 80. Paid to sinking funds in hands of trustees,	3.19 1,258 63 - 576 06 10,629 54 11,205 60 -	-

General Balance Sheet at Closing of Accounts, September 30, 1874.

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Construction,								-			100	19	\$40,006 0
Equipment,			10									-	10,895 2
Horse, .				-		100		140				14	6,956 5
Cash, .							40		-		-	4	2,347 8
	7												\$60,205 6
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Capital stock	,									\$40	,000	00	
Bills payable,					*		8.			9	,000	00	
Profit and los	8,-8	urpl	us, I	1872,			100	\$5,796	73				
		-	1	1873,				4,835	2 81				
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owned several length 2. Length of 3. Length of tion on 4. Length of tions, 5. Aggregate cept m 6. Total leng 7. Total leng 8. Weight of	of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of end of	es of ach," lway gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to gle to	laid trac of s and ck, ack yar	d wirk op wited bramea paved, ar	erate ches, anche sured ed, ad deck, no	brained in sidings, as si	track one both gs, & ingle	direc direc direc cc., ex track	4	.090	mile mile	s. 4 Brie	- -318 miles. en.
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[·] Lengths in all cases to be given in miles and decimals.

WM. C. LOVERING, H. G. REED, A. J. BARKER, WM. H. PHILLIPS, CHARLES FOSTER, HENRY M. LOVERING,

Directors of the Taunton Street Railway Company.



BRISTOL, SS. November 3, 1874. Then personally appeared Wm. C. Lovering, H. G. Reed, A. J. Barker, Wm. H. Phillips, Charles Foster and Henry M. Lovering, and severally made oath to the truth of the foregoing statement by them subscribed.

G. E. WILLIAMS, Justice of the Peace.

Proper Address for the Company.

TAUNTON STREET RAILWAY COMPANY, TAUNTON, MASS. 70

OF THE

UNION RAILWAY COMPANY,

Capital Stock and Debts.	
 CAPITAL STOCK authorized by charter, Capital stock authorized by votes of company, Capital stock paid in, Capital stock paid in per mile of railway owned by company, Capital stock issued (par value of shares \$100), FUNDED DEBT, due January, 1879, 8 per cent. interest, Unfunded debt, incurred for construction, equipment or purchase, Total amount of debt, Amount of debt per mile of railway owned by company, Amount of income expended in construction, equipment and purchase, Total means expended in construction, equipment and purchase, Number of stockholders, 	\$500,000 00 400,000 00 356,800 00 {This company does not own any tracks. 356,800 00 17,500 00 250,882 61 516,633 33
Cost of Railway.	61
· · · · · · · · · · · · · · · · · ·	
[The Union Company does not own any tracks in the highways, but leases those of the Arlington, Cambridge and a portion of the Somerville Rail- road companies.]	
Cost of Equipment.	
 Number of horses, 767, cost, Number of cars, 102, cost, Number of other vehicles, 17, cost, Other articles of equipment, Land owned by company needed in operating road, Buildings owned by company needed in operating road, Total cost of equipment, Average per mile of single track operated, not including sidings, &c., Total cost of Equipment, Average per mile of single track operated, not including sidings, &c., Total Cost of Equipment, Aund and buildings not used in operating road, Other property owned by company not needed for operating road, specifying the same, Total Amount of Permanent investments, Amount of sinking funds in hands of trustees, 	\$99,710 00 64,360 50 600 00 36,889 49 150,697 90 164,375 44 \$516,633 33 - - 516,633 33

Expenditures Charged to Capital Account for the Y	eer.	
38. Extension of tracks,		-
39. New horses,	. \$3,900 0	
10. New cars and other vehicles,	1,800 0	0
11. Land,	. 230 2	
12. Buildings,	. 41,944 2	1
Total,	. \$47,874 4	- 6
Loss on other articles of equipment,	3,275 7	
43. Total,		- \$44,598 6
Revenue for the Year.		
44. Received from passengers on railways opera	ited	
by this company, and for tickets sold, .	. \$537,629 7	3
15. Received from other railways, as tolls or r	ent,	
specifying amount from each,	-	-
46. Received for mails,	. 1,875 0	0
47. Received for sales of manure,	5,807 5	0
18. Total earnings,	.1	\$ 545,312 2
49. Income from other sources,	. 5,415 5	1
50. Total income to lessee,	, l - '	_
51. TOTAL INCOME to company,	.	550,727 7
52. Percentage of income to capital stock and d	ebt. 88.09	,
53. Percentage of income to total means expen		
in construction, equipment and purchase,		
Expenses of Operating the Railway for the Yes	ur.	
54. Extension of tracks,	. \$29,672 7	
	31,874 7	
55. New horses,		
56. Repairs of buildings,	1,127 6	
57. Keeping good the stock of horses,	11,448 0	U
58. Wages and salaries of all persons employed,		
cepting president, treasurer and superinte	· 104 440 0	•
ent, and their clerks,	. 194,449 9	
59. Provender,	. 104,121 7	1
51. State taxes,	1,538 8	9
62. Local taxes,	4,802 2	U
63. Rent and tolls paid other companies for us	e of	•
their roads, specifying amount to each, .	78,861 0	U
Arlington,		
Somerville, 6,000		
Cambridge,		
Amount paid other companies for use of brid	iges	
and ferries, specifying amount to each,.	- 1	_
65. Insurance,	. 1,091 0	
66. Damages for injuries to persons [and proper 67. General salaries and office expenses, and	ty], 8,965 1	5
 General salaries and office expenses, and other expenses except interest not inclu 		
above,	33,943 6	R
68. Total expenses of operating,	. 00,040 0	\$501,896 <i>7</i>
69. Per mile of single track operated, not include		
sidings, &c	. 14,981 9 . 91.13	IJ
or a crooming or expenses to mounts,	71.10	
Net Income, Dividends, &c.		
71. Total net income above operating expenses, por	les-	
see's account,	. i -	-
72, Total net income above operating expenses,		Λ.
company's account,	\$48,831 0	U
73. Percentage of net income to capital stock debt,	7.81	
dept,		

	of net											
3	const	ructi	on,	equi	pmei	at an	d pu	r-	9.45			
	rest [b	alan	ce o	i no	comm	12		21		86,668	74	
	lends,						ir.			35,680		
	the yea									6,482		
	ommen	ceme	nt c	of ye	ar,					5,003	28	*** *** **
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14.14		-					,		-	-		
General 1	Balance	She	et a	t Clo			count	ts, S	epten	aber 3	0, 1	874.
-					D	R.						********
uipment, .											0	\$516,633 33
sets,	160							,				104,077 28
ish balance,			•					4	4			15,957 54
												\$636,668 15
					C	R.						****
apital stock,					4				\$3	56,800	00	
Mortgage debt,							4		3	27,000	00	
Company's bond	8, .								. 13	17,500	00	
insurance fund,										2,512	49	
'rustees' guaran	tee fu	nd,								1,562	26	
Floating debt,									2	23,882	61	. 31
Profit and loss,										7,410	79	
												\$636,668 15
n	escripti		Da	11				1				
The company					-	cks i	n tl	ie				
		ghwa										
9. Length of ra	ailway	belo	ngi	ng t	o ot	her c	omp	a-				
nies, meas												
sidings, & descriptio	c., ope	rated	by	this	com	pany	, wit	h				33.500 miles.
Arlington,	n or sa	me,					:		1.5	625 mi		
Somerville,										250 m		
Cambridge,		. :							29.3	125 m	iles	
0. Total length ings, &c.,							1g 816	1-				33.500 miles.
Inge, con,	1000		35		mpa	.,		1				o.ooo mnes.
1 Total number		s Ru			n a 41	10 W						1 212 020
1. Total number 2. Average cost	per m	ile r	in.	duri	ug ti	ie ye	ar,		38.0	3 cent	N.	1,317,932
3. Total number	r of pa	issen	ger	car	ried	in th	e car	8,				8,208,644
3. Total number 4. Total number	r of ro	und	trip	s for	the	year						179,395
5. Average nun	d adap	pase	eng	gers]	per r	ound	trip		45.7			home
Rate of speeNumber of p							y con	a-	0.0 1	nnes 1	er	hour.
pany, .								3	329			
18. Number of p	ersons	regu	lar	y en	aploy	red 1	y le	8-				
19. Rates of fare	:-Ca	sh. 3	5.	6. 8	10.	12.	15. 1	8		-		-
cents; tiel	cets, 5.	51.8	, 9	1-11.	124,	14 2-7	cent	8.				
cents; ticl	cets, 5,	51, 8	, 9	1-11,	121,	14 2-7	cent	8.				

List of Accidents in Massachusetts.

				SES BEYOND N CONTROL.		OWN MISCON-	To	TAL.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	•		_	_	1	11	1	11
Employés, .		.	_	-	-	-	-	-
Others, .	•	•	-	-	-	12	-	12

Statement of Each Accident.

October 10, 1873.—Man stepped from car while in motion, fell and was slightly injured.

October 26 .- Man fell while attempting to get on car in motion, and was

slightly injured.

November 26.—Man stepped from car while in motion, fell and was slightly injured.

December 2.—Man was jammed between a car and a post in the car-house.

December 16.—Man and woman were thrown from a carriage by being struck by a pair of horses that had become detached from a car.

December 24.—Man stepped from a car while in motion, fell and was slightly injured.

January 3, 1874.—Woman stepped from a car while in motion and fell.

January 5.—Man stepped from a car while in motion and fell.

February 14.—Man drove his horse against a car that was at a stand-still and was thrown from his wagon.

May 11.—Man stepped from car while in motion, fell and was slightly injured.

May 21.—Woman stepped from a car while in motion, fell and was slightly injured.

June 17.—Two men, while fighting on forward end of car, fell over the dasher.

June 21.—Woman stepped from car while in motion and fell.

July 4.—Woman attempted to get on car while in motion and fell.

July 7.—Man stepped from car while in motion, fell and was slightly injured.

July 14.—Man stepped from car while in motion and fell.

July 27.—Man attempted to get on car while in motion, fell and was slightly

injured.

July 28.—Woman stepped from a car while in motion and fell.

August 8.—An intoxicated man fell from car, was struck by a passing car and slightly injured.

September 12.—Man stepped from car while in motion, fell and was slightly

injured.

September 13.—Man attempted to get on a car while in motion, fell and was run over, and afterwards died.

September 22.—Man stepped from car while in motion and fell.

K. S. CHAFFEE, ESTES HOWE, SAM'L B. RINDGE, JOSEPH H. CONVERSE, EDWIN DRESSER, W. A. SAUNDERS, JAMES C. FISK,

Directors of the Union Street Railway Company.

MIDDLESEX, ss. October 17, 1874. Then personally appeared K. S. Chaffee, Estes Howe, Samuel B. Rindge, Joseph H. Converse, Edwin Dresser, W. A. Saunders and James C. Fisk, and severally made oath to the truth of the foregoing statement by them subscribed.

FREDERICK T. STEVENS, Justice of the Peace.

Proper Address for the Company.

UNION RAILWAY COMPANY, CAMBRIDGE, MASS.

Name and Residence of Officers.

Knowlton S. Chaffee, President; Frederick T. Stevens, Clerk and Treasurer; Richard Hapgood, Superintendent.

Directors.—K. S. Chaffee, Samuel B. Rindge, James C. Fisk, George P. Carter, Edwin Dresser, Herbert H. Stimpson, Joseph H. Converse, William A. Saunders, Estes Howe, all of Cambridge; James W. Emery, Portsmouth, N. H.

OF THE

UNION FREIGHT RAILROAD COMPANY,

Capital Stock and Debts.	
1. CAPITAL STOCK authorized by charter,	\$ 500,000 00
2. Capital stock authorized by votes of company,	300,000 00
3. Capital stock paid in	300,000 00
4. Capital stock paid in per mile of railway	•
owned by company,	100,908 17
5. Capital stock issued (par value of shares \$100)	
[3,000 shares],	300,000 00
6. FUNDED DEBT, due , per cent.	
interest,	None.
9. Unfunded debt incurred for construction, equip-	5 001 05
ment or purchase,	5,021 95 \$5,021 96
11. Amount of debt per mile of railway owned	. 60,021 30
by company,	1,689 19
12. Amount of income expended in construction,	
equipment and purchase,	l <u> </u>
13. Total means expended in construction, equip-	{·
ment and purchase,	305,021 9
14. Number of stockholders,	7
Cost of Railway.	
Railways and Branches built by Company.	
15. Grading and paving,	No separate accounts
16. Track, including timber, rails, &c., and laying,	The road was built by
17. Interest during construction, commissions, dis-	contract.
counts, &c., allowed to contractors and others,	ון
18. Engineering, agencies, salaries and other expenses during construction,	\$6,718 51
19. Total cost of construction,	\$253,778 2
30. Average per mile of single track built by com-	Q 200,110 2.
pany, not including sidings, &c.,	85,361 01
23. TOTAL COST to this company of all railways	00,002 02
built and purchased,	253,778 2
(Estimated cash cost, .)	,
24. Average cost per mile of single track, not in-	
cluding sidings,	85,361 01
Cost of Equipment.	
[The company owns no equipment, having sold it	
to the Old Colony Railroad.	
36. Total amount of permanent investments.	8 253,778 27
37. Amount of sinking funds in hands of trustees,	
Expenditures Charged to Capital Account for the Year.	
	\$10,000,00
38. Construction not apportioned,	\$10,000 00
42. Less equipment sold,	39,344 06 29,344 06

53. Percentage of income to total means expended in construction, equipment and purchase, Expenses of Operating the Railway for the Year. 54. Repairs of cars and other vehicles, harness and horseshoeing, 55. Repairs of buildings, 56. Repairs of buildings, 57. Keeping good the stock of horses, 58. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks, 59. Provender [horse-keeping], 61. State taxes, 62. Local taxes, 62. Local taxes, 63. Hosurance, 66. Damages for injuries to persons [or property], 67. General salaries and office expenses, and all other expenses except interest not included above, 68. TOTAL EXPENSES OF OPERATING, 69. Per mile of single track operated, not including sidings, &c., 70. Percentage of expenses to income, 9 Net Income, Dividends, &c. 71. Total net income above operating expenses, per lessees' account, 72. Total net income above operating expenses, per company's account, 73. Percentage of net income to capital stock and	\$5,109 51 11,250 00 .36 .45 \$202 23 440 15 fothing. 5,022 34 945 28 2,216 97 142 76 912 83 78 55 fothing.	\$16,359 51
49. Income from other sources [due from Old Colony Railroad on account lease], 50. Total income to lessees, 51. Total income to company, 52. Percentage of income to capital stock and debt, 53. Percentage of income to total means expended in construction, equipment and purchase, 66. Percentage of operating the Railway for the Year. 67. Repairs of road-bed and track, 68. Repairs of cars and other vehicles, harness and horseshoeing, 68. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks, 69. Provender [horse-keeping], 61. State taxes, 62. Local taxes, 63. Water, 64. Removing snow, 65. Insurance, 66. Damages for injuries to persons [or property], 67. General salaries and office expenses, and all other expenses except interest not included above, 68. Total expenses of operating, 69. Per mile of single track operated, not including sidings, &c., 70. Percentage of expenses to income, 71. Total net income above operating expenses, per lessees' account, 72. Total net income above operating expenses, per company's account, 73. Percentage of net income to capital stock and	11,250 00 .36 .45 .45 .45 .40 15 .5,022 34 .945 28 .2,216 97 .142 76 .912 83 .78 55 .55	\$16,359 51
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70. Percentage of expenses to income,	F 000 00	
Net Income, Dividends, &c. 71. Total net income above operating expenses, per lessees' account. 72. Total net income above operating expenses, per company's account, . 73. Percentage of net income to capital stock and	5,373 03 7.64	
71. Total net income above operating expenses, per lessees' account, 72. Total net income above operating expenses, per company's account, 73. Percentage of net income to capital stock and	7.04	
lessees' account, 72. Total net income above operating expenses, per company's account, 73. Percentage of net income to capital stock and		
72. Total net income above operating expenses, per company's account,		
company's account,	-	-
73. Percentage of net income to capital stock and	Anne on	
	\$385 37	
	.13	
74. Percentage of net income to total means ex-		
pended in construction, equipment and pur-		
	.15	
75. Paid for interest,	-	
76. Paid in dividends per cent. for the year, .	-	-
77. Balance for the year, or surplus,		
78. Deficit at commencement of year, \$15,300.96;	385 37	
add error, \$4,950.10,		
79. Total deficit,	385 37 20,251 06	\$19,865 69

^{*} The company operated the road but three months, and have received no payment on account of rent since it has been run by lessee.

General Balance Sheet at Closing of Accounts, September 30, 1874.

Construction,			
			\$253,778 27
E. Thompson,			5,092 17
P. L. Everett, Treasurer,			796 35
Lewis Wharf,			1,500 00
Stock in Union Freight Railroad, .			13,000 00
Profit and loss,			19,865 69
Old Colony Railroad,			10,989 47
			\$305,021 95
Съ	3.		4 000,021 00
Capital stock,		. \$300,000 0	0
E. E. Currier,		. 21 9	
Morrill & Hooker,		. 5,000 0	
·			- \$305,021 95
Description of Railway. 1. Length of single track, not including owned by company, with descrips everal lines of track and brail length of each,* The length of road now made is 2 connecting the Lowell on the nort Old Colony on the south side of The road passes through Lowell, Commercial, Atlantic Avenue, I Federal streets, and has side-tractional constitution, Eastern Avenue, Lemercial and Central wharves, a Quincy store-house on South Marit connects with the Lowell, Boston	tion of its neckes, and451 miles the with the city Causeway Broad and acks upon ewis, Com. acks to the ket Street n & Maine	2.973 miles.	
Fitchburg, New York & New En Old Colony Railroads. At present the Eastern Railroad via the Lowe Providence via the Boston & A has a double track the length Avenue of .522 mile.	t it reached oll, and the lbany. I of Atlantic	s b t	
Old Colony Railroads. At present the Eastern Railroad via the Low Providence via the Boston & A has a double track the length of Avenue of .522 mile. 2. Length of railway laid with double a Length of single track operated in	t it reached and the cll, and the clbany. I of Atlantic track,	s	
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^{*} Length in all cases to be given in miles and decimals.

UNION FREIGHT [ST.] RAILWAY. [Jan.

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	Maine,						230.50		
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1							893.50		
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								6,340.50	

JAMES M. STONE,
P. L. EVERETT,
H. C. BROOKS,
Directors of the Union Freight Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 24, 1874. Then personally appeared James M. Stone, P. L. Everett and H. C. Brooks, and severally made oath to the truth of the foregoing statement by them subscribed, to the best of their knowledge and belief. Before me,

BENJAMIN KIMBALL, Justice of the Peace.

Proper Address for the Company:
UNION FREIGHT RAILROAD COMPANY,
No. 81 ATLANTIC AVENUE, BOSTON.

OF THE

WALTHAM & NEWTON STREET RAILWAY COMPANY,

FOR TEN MONTHS ENDING SEPTEMBER 30, 1874.

[Operated under a contract by an individual.]

	<u> </u>	
Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$30,000 00	
2. Capital stock authorized by votes of company,	30,000 00	
3. Capital stock paid in,	30,000 00	
4. Capital stock paid in per mile of railway	,	
owned by company,	9,342 88	
5. Capital stock issued (par value of shares, \$100),	30,000 00	
6. Funded debt, due , per cent.	•	
interest,	None.	•
9. Unfunded debt, incurred for construction, equip-		
ment or purchase,	14,586 31	
10. Total amount of debt,	,	\$14,586 31
1. Amount of debt per mile of railway owned		4,
by company,	4,542 61	
2. Amount of income expended in construction,	-,	
equipment and purchase,	_	_
3. Total means expended in construction, equip-		
ment and purchase [exclusive of buildings],		42,461 69
4. Number of stockholders,	94	10,101 00
	••	
Cost of Railway.		
Railways and Branches built by Company.		
9. Total cost of construction [no separate account],		\$37,493 -41
O. Average per mile of single track built by com-		401,120 ZI
pany, not including sidings, &c.,	\$11,676 55	
3. Total cost to this company of all railways	# 11,070 55	
built and purchased,		27 402 41
		37,493 41
(Estimated cash cost, 4. Average cost per mile of single track, not in-		
	11 000 FF	
cluding sidings,	11,676 55	
Cost of Equipment.	11,070 33	
Cost of Equipment.	<u>,</u>	
Cost of Equipment. 5. Number of horses 12, cost,	\$ 1,505 00	
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Cost of Equipment. 5. Number of horses 12, cost,	\$1,505 00 2,125 00 454 00 884 28 500 00	\$8,216 55

^{*} Contractor operated the road at a loss of \$1,820.64.
† Derived from rent paid by lessee.

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^{*} Length to be given in all cases in miles and decimals.

THAM & NEWTON [ST.] RAILWAY. [Jan.

17. Number	of	perso	ns	regular	ly	emplo	yed 1	by co	m-
pany,					165				
18. Number	of	perso	ns	regula	rly	emple	yed	by l	les-
see,			- (4)		700				
19. Rates of	far	e,			4	-	100	5	
Tialrate l		naalea	ma	10 fam	01 .	DE Co	. 01	· nh	4

4 cents per mile.

7

12, 8 and 5 cents.

R. E. ROBBINS, President, THOS. KIRKE, Treasurer, W. W. CLARK, JOSIAH HASTINGS, JOSEPH H. CURTIS, THOS. A. LOVELL,

Directors of the Waltham Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, 85. WALTHAM, November 13, 1874. Then personally appeared Thomas Kirke, Treasurer of the Waltham & Newton Street Railway Company, and made oath to the truth of the foregoing statement by him subscribed.

DAN'L F. VILES, Justice of the Peace.

Proper Address for the Company.

THOMAS KIRKE, Treasurer, WALTHAM, MASS.

Name and Residence of Officers.

Royal E. Robbins, Boston; George E. Allen, West Newton; Thomas Kirke, Josiah Hastings, J. H. Curtis, Waltham; W. W. Titcomb, Boston; T. A. Lovell, F. Buttrick, W. W. Clark, Waltham.

OF THE

WINNISIMMET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

[Leased to and operated by the Lynn & Boston Railroad Company.]

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$75,000 00	
2. Capital stock authorized by votes of company,	75,000 00	
3. Capital stock paid in,	50,000 00	
4. Capital stock paid in per mile of railway		
owned by company,	20,000 00	
5. Capital stock issued (par value of shares \$50), 6. FUNDED DEBT, due , per cent. interest, .	None.	-
10. Total amount of debt,		None.
11. Amount of debt per mile of railway owned		
by company,	-	-
2. Amount of income expended in construction,	10 151 84	
equipment and purchase,	12,151 74	
ment and purchase,		\$62,151 74
14. Number of stockholders,	60	400,101
, , , , , , , , , , , , , , , , , , , ,		
Cost of Railway.		
Railways and Branches built by Company.		
19. Total cost of construction [original, \$62,151.74;		4-0-00
reduced to]		\$ 52,500 00
20. Average per mile of single track built by company, not including sidings, &c.,	\$21,000 00	
23. Total cost to this company of all railways	\$21,000 00	
built and purchased,		52,500 00
(Estimated cash cost, .)		•
24. Average cost per mile of single track, not in-	01 000 00	
cluding sidings,	21,000 00	
Cost of Equipment.		
[No equipment.]		
33. TOTAL COST OF RAILWAY,		\$52,500 00
36. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		52,500 00
37. Amount of sinking funds in hands of trustees,	-	<u> -</u>
Expenditures Charged to Capital Account for the Year.		
[Nothing.]		
Revenue for the Year.		
48. Total earnings [rent from Lynn & Boston R. R.],		\$2,600 0
49. Income from other sources,	-	9.600.0
51. TOTAL INCOME to company,	5.20	2,600 0
new recommende or income to cabitaranecy and depri-	0.20	

53. Percentage of in constructi								4.95	
Exp	enses	for	the	Year			- [
Expenses for the Year. 61. State taxes [\$387.75, not paid],							\$ 387 75		
other expenses except interest not included above,							126 23	\$513 9 8	
69. Per mile of sing	gle tra	ack	ope	rated	, not	incl	uding		4 010 00
sidings, &c., 70. Percentage of		1808	to i	ncom	ie,	•	: :	19.77	-
Net I	noome	, Di	ivide	nds,	₿c.		į		
71. Total net income sees' account	, .	Ξ,			-	• -		-	-
72. Total net incom company's a				rating	g exp	ensei	, per		\$2,086 02
73. Percentage of debt,	net i	nco	me t	•	•	•		4.17	42,000 02
74. Percentage of pended in co									
chase, .								3.97	
75. Paid for intere 76. Paid in divider		pei	cen	t. fo	r the	· vea	ъ г э г	-	-
per share],.	•	-,				•		\$2,000 00	
	YART	, or	Bur			•		86 09 2,589 28	
77. Balance for the 78. Surplus at com			ent d	of ve	ar.				
78. Surplus at com 79. Total surplus, . 80. Paid to sinking	menc	em		. `	•	istee	8,	-	2,675 30
78. Surplus at com 79. Total surplus, .	menc	em		. `	•	istee	s, .	-	
78. Surplus at com 79. Total surplus, . 80. Paid to sinking	menc fund	ls i	n ha	nds o	of tru	of Acc		September 30,	2,675 30
78. Surplus at com 79. Total surplus, . 80. Paid to sinking General Ba	menc fund	ls i	n ha	nds o	f tru	of Acc			2,675 30 ————————————————————————————————————
78. Surplus at com 79. Total surplus, . 80. Paid to sinking General Ba	menc fund	ls i	n ha	nds o	of tru	of Acc			2,675 30
78. Surplus at com 79. Total surplus, . 80. Paid to sinking General Ba Construction, .	menc fund	ls i	n ha	nds o	of tru	of Acc			2,675 30 - 1874. . \$52,500 00
78. Surplus at com 79. Total surplus, . 80. Paid to sinking General Ba Construction, .	menc fund	ls i	n ha	nds o	of tru	of Acc			2,675 30
78. Surplus at com 79. Total surplus, . 80. Paid to sinking General Ba Construction, . Cash, Capital stock, .	g fund	ls i	n ha	nds o	ing o	of Acc		September 30,	2,675 30 1874. . \$52,500 00 . 822 05 \$53,322 05
78. Surplus at com 79. Total surplus, . 80. Paid to sinking General Ba Construction, . Cash, Capital stock, . Unpaid dividends,	g fund	ls i	n ha	nds o	ing o	of Acc		September 30,	2,675 30 1874. . \$52,500 00 . 822 05 \$53,322 05
78. Surplus at com 79. Total surplus, . 80. Paid to sinking General Ba Construction, . Cash, Capital stock, . Unpaid dividends, Due for taxes, .	g fund	ls i	n ha	nds o	ing o	of Acc		September 30,	2,675 30 1874. . \$52,500 00 . 822 05 \$53,322 05
78. Surplus at com 79. Total surplus, . 80. Paid to sinking General Bai Construction, . Cash, Capital stock, . Unpaid dividends,	g fund	ls i	n ha	nds o	ing o	of Acc		September 30,	2,675 30 1874. . \$52,500 00 . 822 05 \$53,322 05
78. Surplus at com 79. Total surplus, . 80. Paid to sinking General Bai Construction, . Cash, Capital stock, . Unpaid dividends, Due for taxes, . Surplus,	g fund	She	n han	nds o	DR	of Acc		September 30,	2,675 30 1874. . \$52,500 00 . 822 05 \$53,322 05
78. Surplus at com 79. Total surplus, . 80. Paid to sinking General Bai Construction, . Cash, Capital stock, . Unpaid dividends, Due for taxes, . Surplus, De 1. Length of sing	mence	She	of R.	ailwa	DR CR	of Acc	counts,	September 30,	2,675 30 1874. . \$52,500 00 . 822 05 \$53,322 05
78. Surplus at com 79. Total surplus, . 80. Paid to sinking General Ba Construction, . Cash, Capital stock, . Unpaid dividends, Due for taxes, . Surplus, De 1. Length of sing owned by exertal lines 2. Length of rail	scripti	She	of R., no with k and with	ailws	Of true OR CR	of Acc	dings, of its	September 30,	2,675 30 1874. . \$52,500 00 . 822 05 \$53,322 05
78. Surplus at com 79. Total surplus, . 80. Paid to sinking General Bal Construction, . Cash, . Capital stock, . Unpaid dividends, Due for taxes, . Surplus, . De 1. Length of sing owned by c several lines 2. Length of rail; 3. Length of sing tion only, .	g fund g fund iance	She	of R. with k and with cope.	ailws	Of true DR CR	of Acc	dings, of its	\$50,000 00 259 00 387 73 2,675 30	2,675 30 1874. . \$52,500 00 . 822 05 \$53,322 05
78. Surplus at com 79. Total surplus, . 80. Paid to sinking General Bai Construction, . Cash, Capital stock, . Unpaid dividends, Due for taxes, . Surplus, De 1. Length of sing owned by c several lines 2. Length of rail 3. Length of sing tion only, . 4. Length of sing tions,	scripti	She	of R., no with open	ailwa t inch de de de de de de de de de de de de de	OR CR	of Acc	dings, of its	\$50,000 00 259 00 387 75 2,675 30	2,675 30 1874. . \$52,500 00 . 822 05 \$53,322 05
78. Surplus at com 79. Total surplus, . 80. Paid to sinking General Ba Construction, . Cash, Capital stock, . Unpaid dividends, Due for taxes, . Surplus, De 1. Length of sing owned by c several lines 2. Length of rail: 3. Length of sing tion only, . 4. Length of sing	seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical seriptical series seriptical series seriptical series seriptical series seriptical series seriptical series seriptical series seriptical series seriptical series seriptical series seriptical series seriptical series seriptical series seriptical series seriptical series series seriptical series seriptical series seriptical series seriptical series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series series seri	she she ion ack, rack ack f sy ind	of R., no witk am with cope.	ailwa t inc h de d bra h doveratec. eratec. eratecs, seches	Or Cr	of Ao	dings, of its	\$50,000 00 259 00 387 73 2,675 30	2,675 30 1874. . \$52,500 00 . 822 05 \$53,322 05

^{*} Length in all cases to be given in miles and decimals.

 7. Total length of track paved, 8. Weight of rail per yard, and description of rail, 9. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same, 10. Total length of single track, not including sidings, &c., operated by this company, 	1.894 miles. 1 45 lbs., rolled iron.
Miles Run, &c. [Included in return of Lynn & Boston Railroad.]	

WM. R. PEARMAIN, ERASTUS RUGG, JOHN BUCK,

Directors of the Winnisimmet Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 31, 1874. Then personally appeared William R. Pearmain, John Buck and Erastus Rugg, and severally made oath to the truth of the foregoing statement by them subscribed.

CHARLES A. MERRIAM, Justice of the Peace.

Proper Address for the Company.

WINNISIMMET RAILROAD COMPANY, CHELSEA, MASS.

Name and Residence of Officers.

Directors.—William R. Pearmain, President; Erastus Rugg, Clerk and Treasurer; John Buck,—all of Chelsea; Hiram W. French, Haverhill; Pascal P. P. Ware, Everett.

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REPORT

OF THE

WINTHROP RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock and Dobts.		
1. Capital stock authorized by charter,	\$100,000 00	2
	100,000 00	
2. Capital stock authorized by votes of company,		
3. Capital stock paid in,	100,000 00	
by company,	17,241 38	
5. Capital stock issued (par value of shares, \$50),	100,000 00	
6. FUNDED DEBT, due 1891, 7 per cent. interest, .	20,000 00	
7. Funded debt, due 1884, 7 per cent. interest, .	25,000 00	
9. Unfunded debt, incurred for construction, equip-	200	
ment or purchase,	7,658 87	
0. Total amount of debt,		\$52,658 87
1. Amount of debt per mile of railway owned		*****
by company,	9,079 12	
2. Amount of income expended in construction,	-	
equipment and purchase,	388 12	
3. Total means expended in construction, equip-	255.00	
ment and purchase,		125,049 42
4. Number of stockholders,	95	and the same
commenced to the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	-	
Cost of Railway.		
Railways and Branches built by Company.		
9. Total cost of construction [built by contract],		\$112,024 33
0. Average per mile of single track built by com-		-
pany, not including sidings, &c.,	\$19,314 54	
3. TOTAL COST to this company of all railways		
built and purchased,		112,024 33
(Estimated cash cost, .)		Contract of the
4. Average cost per mile of single track, not includ-		
ing sidings,	19,314 54	
Cost of Equipment.	4	
	A1 005 50	
5. Number of horses, 14, cost,	\$1,635 50	
6. Number of cars, 4, cost,	3,415 08	
7. Number of other vehicles, cost,	1,610 00	i.
8. Other articles of equipment,	1,514 57	
9. Land owned by company needed in operating road,	None.	
0. Buildings owned by company needed in operat-		
ing road,	4,850 00	
1. Total cost of equipment,		\$13,025 07
2. Average per mile of single track operated, not		***************************************
including sidings, &c.,	1,915 45	State of the same
3. TOTAL COST OF RAILWAY AND EQUIPMENT, .	-	125,049 49
4. Land and buildings not used in operating road,	None.	
	2 - 7 - 7 - 7	
5. Other property owned by company not needed		

36. Total amount of permanent investments, 37. Amount of sinking funds in hands of trustees, .	_	\$125,049 42
Expenditures Charged to Capital Account for the Year.		
38. Extension of tracks [altering and rebuilding		
road, &c.],	\$ 4,619 72	
39. New horses,	1,635 50	
10. New cars and other vehicles,	3,582 59	
11. Other articles of equipment,	None.	
42. Buildings,	2,350 00	A10.1/W 01
43. Total,		\$12,187 81
Revenue for the Year.		
44. Received from passengers on railways operated by this company, and for tickets sold,	\$ 7,963 63	
15. Received from other railways, as tolls or rent,		
specifying amount from each,	None.	
46. Received for mails,	116 85	
17. Received for sales of manure,	-	-
18. Total earnings,		\$8,080 48
49. Income from other sources,	530 26	- ,
51. Total income to company,	8,610 74	
52. Percentage of income to capital stock and debt, 53. Percentage of income to total means expended	5.64	
in construction, equipment and purchase,	6.89	
Expenses of Operating the Railway for the Year.		
54. Repairs of road-bed and track,	\$ 254 97	
55. Repairs of cars and other vehicles, harness and	-	
horse-shoeing,	153 48	
56. Repairs of buildings,	None.	
57. Keeping good the stock of horses,	None.	
58. Wages and salaries of all persons employed, ex-		
cepting president, treasurer and superintend-		
ent and their clerks [under contract part of		
year],	_	-
59. Provender,	_	_
61. State taxes,	289 80	
65. Insurance,	170 00	
66. Damages for injuries to persons,	78 50	
77. General salaries and office expenses, and all other		
expenses, except interest, not included above,	7,275 87	
58. Total expenses of operating,	•	\$8,222 6
59. Per mile of single track operated, not including		• ,
sidings, &c.,	1,209 21	
70. Percentage of expenses to income,	95.49 ´	
Net Income, Dividends, &c.		
NO 70 4 1 4 1 1 4 1		
		\$38 8 1
pany's account,		
pany's account,	0.25	
pany's account. 73. Percentage of net income to capital stock and debt. 74. Percentage of net income to total means ex-	0.25	
pany's account. 73. Percentage of net income to capital stock and debt. 74. Percentage of net income to total means expended in construction, equipment and pur-		
pany's account. 73. Percentage of net income to capital stock and debt. 74. Percentage of net income to total means expended in construction, equipment and purchase,	0.31	
pany's account, . 73. Percentage of net income to capital stock and debt, . 74. Percentage of net income to total means expended in construction, equipment and purchase, . 75. Paid for interest, .		· _
pany's account. 73. Percentage of net income to capital stock and debt. 74. Percentage of net income to total means expended in construction, equipment and purchase. 75. Paid for interest, 76. Paid in dividends, per cent. for the year,	0.31 \$3,556 22 -	-
 73. Percentage of net income to capital stock and debt. 74. Percentage of net income to total means expended in construction, equipment and purchase, 75. Paid for interest, 76. Paid in dividends, per cent. for the year, 77. Balance for the year, or deficit, 	0.31 \$3,556 22 - 3,168 10	-
pany's account. 73. Percentage of net income to capital stock and debt. 74. Percentage of net income to total means expended in construction, equipment and purchase. 75. Paid for interest, 76. Paid in dividends, per cent. for the year,	0.31 \$3,556 22 -	-

General Balance Sheet at Closing of Accounts, September 30, 1874.

					Dı	₹.			_						
Construction, .	•						•	•				\$112,024 35			
Buildings, .	•	•		•	•	•	•	•		•	•	4,850 00			
Equipment, .	٠.	٠.	•	•	•	•	•	•	•		•	8,175 07			
Company stock	and b	onds,	•	•	•	•	•	•	•	•	•	24,700 00			
Cash,	•	•	•	•	•	•	•	•	•	•	•	195 98			
Hay and grain,		•	•	•	•	•	•	•	•	•	•	250 00			
Profit and loss,	•	•	•	•	•	•	•	•	•	•	•	2,463 47			
												\$152,658 87			
					Cı	R.						\$102,00 0 02			
Capital stock,									\$10	0,000	00				
Funded debt of	1891.		•	•						0,000					
	1884,	•			•					5,000					
Unfunded debt,				•			•			7,658					
•										<u> </u>	_	\$152,658 87			
	Descrip	tion (v R	eilwe				T							
	-				•										
1. Length of s															
owned by several li	inaa o	Pauy,	, WII	n ue	bro	naha	01 10	3							
length of			~_	GII (I	UIA	пспо	,	۳	5.800) mile	·•				
The track	conim	ences	at	inne	tion	of C	helse		0.000	, 11111					
and Sarat	toga S	treets	. Ea	st B	ostor	ano	lrun	B							
over Sara															
Pleasant															
ley.				F	,										
2. Length of r	ailwa	y laid	wit	h do	uble	trac	k,	.	None	Э.					
3. Length of s	ingle	track	op	erate	d in	one	direc	-							
tion only.		•	• -						None.						
4. Length of s	ingle t	track	ope	rated	l in 1	both	direc	-							
tions, .	•	• .	٠	•	. : .	٠.	•		5.800) mile	8.				
5. Aggregate l						58, &	c., ex	-							
cept mair						٠.		•	.023 mile.						
6. Total length					as si	ngie	track	,	5.823 miles.						
7. Total length					•		·	.	.67 mile.						
8. Weight of ra	an per	varo	, an	a aer	scrip	tion (or ran	١٠	28 ai	na 32	11)8.	., T and ilat.			
9. Length of r	anwa	y ber	ongi	ng t	0 011	ier c	ompa	-							
nies, meas															
sidings, &					s com	ipany	, with	11	1 mi	1.					
descriptic From Mave				· ··+ Do		•	(Thal	٠١.	I III	ie.					
sea Street															
sea Street							Chai	-							
10. Total length							no eid	L							
ings, &c.							18 SI	.				5.800 miles.			
mg., coo.	, open		,,	11.5	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	•					J HITTES.			
		les R													
11. Total numb					ng tl	ie ye	ar,	•		_		3 3,130			
12. Average cos					: .		•	•	24.89	2 cent	ts.	22.25			
13. Total numb	er of l	passei	iger	s car	ried	in th	e cars	3,				81,134			
14. Total numb	eror	round	trij	os Ioi	the	year			00.00			2,649			
15. Average nu							ı trij	۱, ۱	30.69		,	L			
16. Rate of spec								\cdot	Ož III	nies l	er.	hour.			
17. Number of p	person	s reg	паг	iy en	рюу	ea b	y com	'-	٥						
pany, .			mle	nlar aa			hy le	• '	8						
18. Number of	bersor	is reg	guia	riy ei	mbro	yea	oy tes	·-							
see, .	•	•	•	•	•	•	•	٠١,	# 4a	- 05	_ =	7 10 15 3			
19. Rates of far	re,							. [}	010	(ن), 0 ا	г Э,	7, 10, 15 and			
		_						- ; (2.1	cent					
	-: -														

^{*} Length in all cases to be given in miles and decimals.

List	of	Anni	dente	in M	ismach	neette

				N CONTROL.	FROM THEIR DUCT OR CA	Tetal.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			_	_	-	1	_	1
Employés, .			-	-	-	-	_	-
Others, .	•	•	.	-	-	1	-	1

Statement of each Accident.

A boy, about 11 years old, Charles Berry, of Winthrop, fell from a car accidentally, in November, 1873, receiving an injury to one foot. No blame attached to the employée of the road.

In the summer of 1874, a little girl, belonging in East Boston, about 8 years old, attempted to "steal a ride" (so she said) in the evening, unseen by any one, fell under the car, and had one arm so badly crushed as to require amputation. No blame attached to the employes of the road.

JOHN W. DADMUN,
SAMUEL H. DURGIN,
W. H. KIMBALL,
CHARLES N. WHITE,
Directors of the Winthrop Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, December 12, 1874. Then personally appeared John W. Dadmun, Samuel H. Durgin, W. H. Kimball, and on the 14th of said December Charles N. White, and severally made eath to the truth of the foregoing statement by them subscribed.

JOSIAH W. HUBBARD, Justice of the Peace.

Proper Address for the Company.

WINTHROP RAILROAD COMPANY, BOSTON, No. 13 COURT SQUARE, ROOM No. 12.

Name and Residence of Officers.

John W. Dadmun, President and Director, Winthrop; Josiah W. Hubbard, Esq., Clerk, Room 12, 13 Court Square, Boston; Samuel Ingalls, Treasurer and Superintendent, Winthrop. Directors.—W. H. Kimball, Boston; Charles N. White, Winthrop; Samuel H. Durgin, Boston.

REPORT

OF THE

WORCESTER STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1874.

Capital Stock and Debts.		
1 Carrers execut authorized by charter	\$100,000 00	- 4
1. Capital stock authorized by charter, 2. Capital stock authorized by votes of company,	40,000 00	
3. Capital stock paid in,	40,000 00	
4. Capital stock paid in per mile of railway owned	40,000 00	
by company.	10,309 28	
5 Capital stock issued (new value of charge	40,000 00	
6. FUNDED DEBT, due , 7 per cent. interest, 7. Funded debt. due , 8 per cent. interest.	28,000 00	
7. Funded debt, due , 8 per cent. interest,	5,000 00	
9 Unfunded debt, incurred for construction, equip-	2,000 00	
ment or purchase,	37,274 66	5.
10. Total amount of debt,	01,014 00	870,274 66
11. Amount of debt per mile of railway owned by		diolesa on
	18,112 03	1
company,	10,110 00	3
12. Amount of income expended in construction,		0.24
equipment and purchase,	-	-
13. Total means expended in construction, equip-		100 1EE EG
ment and purchase,	8	103,155 56
14. Number of stockholders,	0	
Cost of Railway.		
Railways and Branches built by Company.		
19. Total cost of construction,		\$ 60,665 49
20. Average per mile of single track built by com-	_	
pany, not including sidings, &c.,	\$15,635 43	
23. TOTAL COST to this company of all railways		
built and purchased,		60,665 49
(Estimated cash cost, .)		
	15,635 43	
24. Average cost per mile of single track, not including sidings,	15,635 43	
24. Average cost per mile of single track, not including sidings, Cost of Equipment.		
24. Average cost per mile of single track, not including sidings, Cost of Equipment. 25. Number of horses, 51, cost,	\$ 8,290 07	
24. Average cost per mile of single track, not including sidings, Cost of Equipment. 25. Number of horses, 51, cost,	\$8,290 07 6,800 00	
24. Average cost per mile of single track, not including sidings, Cost of Equipment. 25. Number of horses, 51, cost,	\$8,290 07 6,800 00 1,900 00	
24. Average cost per mile of single track, not including sidings, Cost of Equipment. 25. Number of horses, 51, cost,	\$8,290 07 6,800 00	
24. Average cost per mile of single track, not including sidings, Cost of Equipment. 25. Number of horses, 51, cost,	\$8,290 07 6,800 00 1,900 00	
24. Average cost per mile of single track, not including sidings, Cost of Equipment. 25. Number of horses, 51, cost,	\$8,290 07 6,800 00 1,900 00	_
24. Average cost per mile of single track, not including sidings, Cost of Equipment. 25. Number of horses, 51, cost,	\$8,290 07 6,800 00 1,900 00 500 00	-
24. Average cost per mile of single track, not including sidings, Cost of Equipment. 25. Number of horses, 51, cost, 26. Number of cars, 16, cost, 27. Number of other vehicles, 28. Other articles of equipment, 29. Land owned by company needed in operating road, 30. Buildings owned by company needed in operating road,	\$8,290 07 6,800 00 1,900 00	-
Cost of Equipment. Cost of Equipment. Cost of Sequipment. Cost of Sequipment. Cost of Sequipment. Cost of Sequipment. Cost of Sequipment. Cost of Sequipment. Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Sequipment, Cost of Seq	\$8,290 07 6,800 00 1,900 00 500 00	- \$42,490 07
Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost o	\$8,290 07 6,800 00 1,900 00 500 00 - 25,000 00	- \$42,490 07
24. Average cost per mile of single track, not including sidings, Cost of Equipment. 25. Number of horses, 51, cost,	\$8,290 07 6,800 00 1,900 00 500 00	•
24. Average cost per mile of single track, not including sidings, Cost of Equipment. 25. Number of horses, 51, cost, 26. Number of cars, 16, cost, 27. Number of other vehicles, , cost, 28. Other articles of equipment, 29. Land owned by company needed in operating road, 30. Buildings owned by company needed in operating road, 31. Total cost of equipment, 32. Average per mile of single track operated, not including sidings, &c., 33. Total cost of Rallway and Equipment,	\$8,290 07 6,800 00 1,900 00 500 00 - 25,000 00	- \$42,490 07 103,155 56
Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost o	\$8,290 07 6,800 00 1,900 00 500 00 - 25,000 00	•
Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment. Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost of Equipment, Cost o	\$8,290 07 6,800 00 1,900 00 500 00 - 25,000 00	•
24. Average cost per mile of single track, not including sidings, Cost of Equipment. 25. Number of horses, 51, cost,	\$8,290 07 6,800 00 1,900 00 500 00 - 25,000 00	•

39. New horses,	\$150 00	\$ 150 00
Revenue for the Year.		•
44. Received from passengers on railways operated	Ann ann ann	
by this company, and for tickets sold,	\$ 28,978 77	_
16. Received for mails,	_	_
7. Received for sales of manure,	-	.
8. Total earnings,	0.500.00	\$ 28,978 7
9. Income from other sources,	2,500 00	_
50. TOTAL INCOME to lessee,	-	31,478 7
52. Percentage of income to capital stock and debt,	28.54	02,110 1
33. Percentage of income to total means expended		
in construction, equipment and purchase,	30.51	
Expenses of Operating the Railway for the Year.		
54. Repairs of road-bed and track,	\$1,032 22	
horse-shoeing,	3,181 11	
56. Repairs of buildings,	1,764 40 640 07	
57. Keeping good the stock of horses,	040 07	
excepting president, treasurer and superin-		
tendent and their clerks,	10,317 57	
59. Provender,	6,127 70	
61. State taxes,	170 92 367 38	
65. Insurance,	682 28	
66. Damages for injuries to persons,	350 00	
 General salaries and office expenses, and all other expenses, except interest, not included above, 	3,560 51	
58. TOTAL EXPENSES OF OPERATING,		\$28,194 10
9. Per mile of single track operated, not including the	7,266 54	
ing sidings, &c.,	89.56	
Net Income, Dividends, &c.		
11. Total net income above operating expenses, per les-		
see's account,	-	-
pany's account,	\$ 3,284 61	
73. Percentage of net income to capital stock and	4 - ,	
debt,	2.98	
4. Percentage of net income to total means ex-		
pended in construction, equipment and pur-	3.18	
75. Paid for interest,	2,803 60	
6. Paid in dividends, per cent. for the year,	- '	-
7. Balance for the year, or surplus,	481 01	
'8. Deficit at commencement of year,†	4,978 25	\$4,497 24
90. Paid to sinking funds in hands of trustees,	-	-
* A comparison of balance sheets of 1873 and 1874 shows addi And to equipment,	uons to constructi	on, \$1,032 2 . 1,040 0

General Balance Sheet at Closing of Accounts, September 30, 1874.

														•			
							1	Dr.									
\mathbf{R}_{0}	ad-bed,														\$60,665	49	
Eq	uipment,							•				•			42,490	07	
	terials,														500	00	
Ca	sh, .														2,121	86	
Ba	lance (prof	it an	d lo	sa),											4,497		
	`•			••										-		_	
															\$110,274	66	
								Cr.									
Sto	ock					٠.	. `					ŝ	40,000	00			
	nded debt.			•								-	33,000				
	funded del							-	·				37,274				
· ·		., .		•	•	•	•	•	•		•	_			\$110,274	66	
															- •		
																_	
		Des	cript	ion	of R	ailw	Ŋ.										
1.	Length of	sing	gle 1	tracl	c, no	t in	clud	ling	sidi	ngs	,						
	owned																
	several				ack	and	br	anch	es,	and	١			2	000:1-	_	
9	length Length of				i Turi	th da	nhl	e tro	ok.		' N	one		٥.	880 mile	3.	
3.	Length of	sing	zle t	rack	OD	erate	ed i	n on	e di	rec-		ОЩО	•				
	tion on	ly, .	٠,						•	•	· N	one	١.				
4.	Length of	sing	gle t	rack	ope	rate	d in	botl	ı di	rec-							
_	tions, .		_42		•	·.	_:	•				.88	0 mile	5.			
5.	Aggregate cept ma							ngs,	œc.,	ex-	•	50	0 mile				
6.	Total leng							singl	e tra	ıck.							
	Total leng						•		•	,	'	4.380 miles. 45 lbs., Philadelphia.					
8.	Weight of	rail	per	yard	l, ai	ıd de											
10.	Total leng									sid-	•						
	ings, &	c., o _]	pera	ted	by t	118 с	omp	any,	•	•	•			3.	880 miles	3.	
			Mile	es R	un.	&c.					}						
11	Total num	hor			•		ina	the r	69 F		1				145.2	-)1	
	Average c						mg.	ino y	саг,		19	.42	cents.		140,4		
	Total num						rried	l in t	he c	ars.			· · · · · · · · · · · · · · · · · · ·		427.3	90	
14.	Total num	ber	of r	ounc	l tri	ps fo	r th	e yea	r, .						18,7		
15.	Average n	սու	er o	f pa	88en	gers	per	roui	ıd t	rip,					•		
	Rate of sp											mil	es per	ho	ur.		
17.	Number of	per	sons	reg	ular	ly er	nplo	yed	by c	om-	02	,					
10	pany, . Number of		· ·	·	·	rlv o	mul.		b v		23	•					
LC.	see, .	per	POUP	. 10£	, and		ախտ	oy ou		109-		_			_		
10				•	-	•	•	•	•	•	\ Ti	cke	ts, 61	cer	its; fare	. 7	
19.	Rates of f	are,		•	•	•	•	•	•	•		cen			,	,	
											<u> </u>						

^{*} Lengths in all cases to be given in miles and decimals.

GEO. H. SEELEY,
G. I. STEVENS,
AUG. SEELEY,
NATHAN SEELEY,
HENRY S. SEARLS,
Directors of the Worcester Street Railway Company.

STATE, CITY AND COUNTY OF NEW YORK, ss. October 16, 1874. Then personally appeared the above-named George H. Seeley, G. I. Stevens, Augustus Seeley and Nathan Seeley, and severally made oath to the truth of the foregoing statement by them subscribed. In witness whereof I have hereunto set my hand and affixed my official seal this 16th day of October, A. D. 1874.

[SEAL.]

CHARLES NETTLETON,

Commissioner for Massachusetts in New York,

117 BROADWAY, N. Y. CITY.

COMMONWEALTH OF MASSACHUSETTS.

CITY AND COUNTY OF WORCESTER, 88. October 27, A. D. 1874. Then personally appeared the above-named Henry S. Searls, and made oath to the truth of the foregoing statement by him subscribed.

S. B. I. GODDARD,

Justice of the Peace in and for said County of Worcester.

Proper Address for the Company.

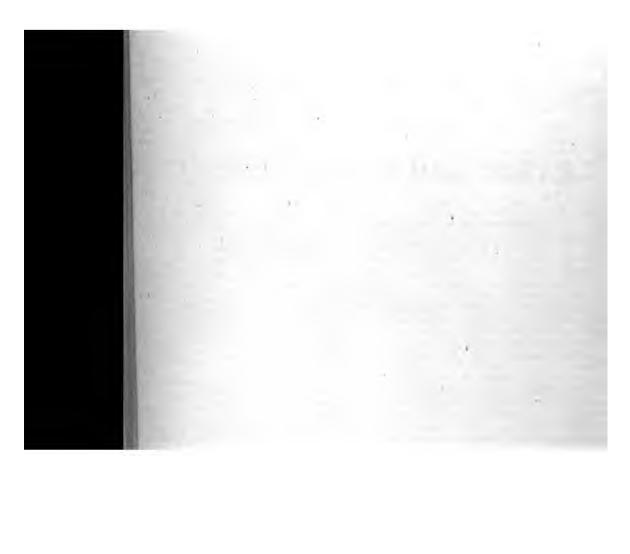
WORCESTER STREET RAILWAY COMPANY, WORCESTER, MASS.

Name and Residence of Officers.

Augustus Seeley, President, New York City; Henry S. Searls, Treasurer, Worcester. Directors.—Augustus Seeley, Nathan Seeley, George I. Stevens, New York City; George H. Seeley, Brooklyn, N. Y.; Henry S. Searls, Worcester.



LEASES AND CONTRACTS.



LEASES AND CONTRACTS.

[Boston & Maine Railroad and Lowell & Andover Railroad Company.]

CONTRACT.

This Memorandum, made this fourth day of June, a. d. 1873, by and between the Boston & Maine Railroad, as party of the first part, and the Lowell & Andover Railroad Company, as party of the second part,

WITNESSETH:

That it has been and is agreed by and between the said parties, that said party of the first part will take of the party of the second part, and the party of the second part will give unto the party of the first part, a lease of the railroad, to be constructed by the party of the second part, from Lowell to Andover, there connecting with the railroad of the party of the first part, for the term of ninety-nine years, upon the following terms, to wit:—

"Said railroad shall be constructed with reasonable economy as a strictly first-class railroad, with a single track fully complete and ready for use, with all necessary stations, freight-grounds, side-tracks, water arrangements, turn-tables and other necessary fixtures, having its stations and grounds on Central Street, in Lowell, and a connection with the Lowell & Framingham Railroad, and with the freight-track of the Boston & Lowell Railroad, in Jackson Street, substantially in accordance with the plans prepared by Edward Appleton, civil engineer, and upon locations already agreed to by the aldermen of Lowell and selectmen of Tewksbury and Andover. And said party of the first part will pay said party of the second part, as rent, three and a half per centum, semi-annually, upon the reasonable cost of said road and its lands and appurtenances, not exceeding seven hundred and fifty thousand dollars, and will pay all public taxes that shall be imposed upon said party of the second part or its stockholders residing in Massachusetts, on account of the property, franchise or capital stock of said company; will maintain in repair said road and all its appurtenances; will indemnify said party of the second part against all actions or claims for damages to persons or property by reason of any want of repairs of said road or its appurtenances, or the operation of said road; and will, during said term, run such trains of cars between the cities of Lowell and Boston, over said road and the road of said party of the first part, as shall be necessary for the reasonable accommodation of the public in the transportation of freight and passengers between the two cities; and will return the property at the expiration of the lease in good order and repair. Provided, that said Lowell & Andover Railroad Company shall pay upon such expiration the value of any additions or improvements made to the property by this party of the first part during the term of this lease."

And now, for the purpose and with the intent of preventing, as far as practicable, controversies between said parties as to the true meaning and construction of the agreement above recited and set forth, it is hereby further agreed by and between the said parties, as follows, to wit:—

That in and as a part of the said cost upon which said rent is to be computed and paid, shall be included the reasonable cost which has been, or hereafter shall be, reasonably incurred and paid in good faith by said party of the second part in or for forming and establishing itself as a corporation under the laws of the Commonwealth of Massa-

chusetts; fixing and establishing the routes of said railroad to be constructed by it: obtaining and defending the rights to locate, construct and maintain such railroad; or to take lands or materials for such road or depot or station purposes without the location of said road, for lands or buildings taken or to be taken or purchased for the location or construction of said road or for depots or stations; damages occasioned by the location, construction and maintenance or operation of said road, and costs in ascertaining, assessing and finally determining and satisfying the same; for constructing or procuring of stations, depots, engine-houses and other necessary buildings, fixtures, water arrangements, turn-tables, side-tracks, bridges, crossings, drains, culverts, fences or other appurtenances, and all other expenses arising from, or incident to, the locating and constructing of said railroad and its appurtenances; and there shall also be allowed and included, as part of said cost, interest at the rate of seven per centum per annum on all such expenses as shall be incurred and paid, as aforesaid, from the time of actual payment thereof to the time when said rent shall commence. But no allowance shall be made for the personal services of any member of said company, excepting the president, lawyer or counsel, engineer, and E. M. Sargent. And it is further agreed, as aforesaid, that said rent shall commence when the possession of said railroad shall be taken or accepted by said party of the first part, or when said railroad shall be completed, ready for use in accordance with the above-recited agreement, and possession thereof tendered by the party of the second part to said party of the first part, and shall be paid semi-annually thereafter.

Provided, however, and this instrument is executed with the express understanding and agreement, that no one of the persons signing the same for and in behalf of their respective corporations shall in any way or manner be or become personally liable to any other, or to either of said corporations, or any stockholder, bondholder or creditor thereof, for or on account of anything herein contained.

In witness whereof, the said Boston & Maine Railroad has caused its corporate seal to be hereto attached and this instrument to be signed in its name and behalf by its committee thereto authorized by a vote of its directors; and the Lowell & Andover Railroad Company has caused its corporate seal to be hereto attached and this instrument to be signed in its name and behalf by a committee thereto authorized by a vote of its directors, the day and year first above written.

BOSTON & MAINE RAILROAD, [SEAL.]

By CYRUS WAKEFIELD.
E. J. M. HALE.
AMOS PAUL.
NATH. J. BRADLEY.
JOHN E. BICKFORD.

LOWELL & ANDOVER RAILROAD, [SEAL.]

By James C. Ayer.
Jacob Rogers.
George Ripley.
E. M. Sargent.
H. J. Adams.

Executed and delivered in presence of

C. F. CHOATE to C. W., A. P., and J. E. B.; C. H. NOWELL, to E. J. M. H. and N. J. B.; STARK TOTMAN to all. [Middlesex Central Railroad Company to Boston & Lowell Railroad Corporation.]

LEASE.

This Indenture, made this first day of August, a. d. 1873, between the Middlesex Central Railroad Company, of the first part, and the Boston & Lowell Railroad Corporation, of the second part,

WITNESSETH:

Whereas, by the charter of said first party, said second party is authorized to hire the road and franchise of said first party, or any part thereof;

And whereas said first and second parties are further authorized by said charter to unite and make joint stock upon such terms and conditions as may be mutually agreed upon;

And whereas the railroad of the first party has been constructed from the terminus of the Lexington & Arlington Branch Railroad, in Lexington, to the station-grounds of the first party near the Battle Monument, in the town of Concord, a distance of about eight miles;

Now, therefore, for the consideration hereinafter named, the said first party doth hereby deliver to the second party the possession of the railroad constructed as aforesaid, and of the franchise and all rights and property thereto pertaining, and doth lease, demise and let to said second party, for the term of thirty years from the date hereof, said railroad franchise and rights and property. And said first party will warrant and defend the same against all claims and demands, except such as may arise from the working operations of the road in the hands of the second party.

It is further understood and expressly agreed by said first party, that the capital stock of said first party, so far as the same shall represent the railroad between Lexington and Concord, and all the rights and property which constitute the subject-matter of this agreement, shall be fixed and limited at two hundred and fifty thousand dollars (\$250,000), and no certificate shall be issued representing said property which shall amount in the aggregate to a larger capital stock than said two hundred and fifty thousand dollars.

And, in consideration aforesaid, the said second party hereby agrees to take the railroad, constructed as aforesaid, into its possession as lessee, and to run and operate the
same from the time of the date hereof to the first day of August, A. D. 1903, and to keep
the same in repair, and pay all taxes thereon, and to pay to the first party an amount as
annual rent therefor, which shall be equal to six per cent. per annum upon a capital of
two hundred and fifty thousand dollars (\$250,000), one-half of said annual rental to be
paid on the first day of February, and one-half on the first day of August of each year.
The first payment to be made the first day of February, A. D. 1874.

The said second party further agrees to save harmless the first party from any claims which may arise in consequence of any accident happening on said railroad, constructed as aforesaid, while in the hands of the second party, or by reason of running the same by them, or for any act or neglect of said second party.

And it is further mutually agreed that the parties hereto shall at some time within the term of this indenture, or at its expiration, unite said Middlesex Central Railroad with the Boston & Lowell Railroad, and make joint stock, and terminate this lease upon the terms herein named; such time of union to be determined by the second party, by giving sixty days' notice in writing to the first party of its intention to consummate the union.

That is to say, for the purpose of said union, the capital stock and debt (if any), and

all securities of said Middlesex Control Bailroad Company, of every na attaching to the franchise and property of the Middlesex Central Railroad Comp between Lexington and Concord, as aforesaid, shall be valued at two hundred and fifty thousand dollars (\$250,000), and the Boston & Lowell Bailroad Corporation shall is therefor so much of its own capital stock as will, at its then market value, represent a spm; or, being legally authorized thereto, may, instead of issuing such stock, substitute therefor a payment of two hundred and fifty thousand dollars (\$250,000) in the currency of the United States; for which issue of stock or payment of money the said Middlesex Central Reilroad Company shall convey to the Boston & Lowell Railroad Corporation the franchise and property aforesaid, and all rights thereto pertaining, and cancel all certificates of stock or other securities, as aforesaid, and warrant and defined the said franchise, property and rights to the second party forever, against the lawful claims and demands of all persons claiming by, through or under said first party, or resulting from any negligence, lackes, or non-performance of any duty on its part. And said first party further agrees that the substance of this provision shall be inserted in the notes, bonds or certificates of stock which may be issued by said first party, and the holders thereof shall hold the same, subject to said condition.

In witness whereof, the respective parties have hereunto subscribed by their committees, duly authorized, and affixed the seals of said corporations respectively, the day and year above written.

THE BOSTON & LOWELL RAILBOAD CORPORATION, [SHAL.]
By F. B. Chowninshield, President.
[Committee duly authorized.]

Witness to F. B. C., J. C. Robinson.

THE MIDDLESEX CENTRAL RAILROAD COMPANY, [Smal.] By Groden Keyes.

[Committee duly authorized.]

L. R. KIDDER, Witness to G. K.

· At a meeting of the directors of the Middlesex Central Railroad Company, held November 13, 1873, it was voted that Geo. Keyes be a committee on the part of this company to sign and execute the lease of the road to the Boston & Lowell Railroad Corporation, in accordance with the terms of the agreement to build the same.

A true copy. Attest:

Grance Kryss Clark

At a meeting of the directors of the Boston & Lowell Railroad Company, held January 27, 1874, it was voted that the president be a committee to sign on behalf of this company the lease of the Middlesex Central Railroad, as presented and read at this meeting.

A true copy. Attest:

J. C. Robinson, Clerk.

[Monadnock Railroad Company to the Boston, Barre & Gardner Railroad Corporation.]

LEASE.

THIS INDENTURE, made this first day of September, A. D. 1874, by and between the Monadnock Railroad Company, a corporation duly established by the laws of the State of New Hampshire and the Commonwealth of Massachusetts, party of the first part, and the Boston, Barre & Gardner Railroad Corporation, a corporation duly established by the laws of the said Commonwealth, party of the second part.

WITNESSETH:

That the said party of the first part doth hereby lease, demise and let unto the said party of the second part, their successors and assigns, the railroad of said party of the first part, extending from Winchendon, in the county of Worcester and Commonwealth of Massachusetts, through the towns of Rindge and Jaffrey, in the county of Cheshire and State of New Hampshire, to Peterborough Village, in the county of Hillsborough and State aforesaid, with all the lands belonging to said party of the first part, wherever situate, the depots and other buildings, and all the lands appurtenant thereto, excepting the following described reservations, limitations and exceptions, viz.:—

I. Reserving and excepting from this lease the "Tubbs land" (so called) and the buildings thereon, situated in Peterborough aforesaid, at the south end of Peterborough Village, and bounded and described as follows, to wit:—On the east, by the highway leading from Peterborough Village to East Jaffrey, and on the south, west and north by land of Frederick Livingston, estimated to contain ten acres, more or less.

II. Reserving and excepting from this lease the "Silas Sawyer mowing-land" (so called), situate in said Peterborough, near the said "Tubbs land," and bounded and described as follows, to wit:—On the east by the highway leading out of said Peterborough Village to East Jaffrey; on the south by land of one Kimbali; and on the west and north by the Monadnock Railroad,—it being a triangular piece containing four acres, more or less.

III. Reserving and excepting from this lease the "Warren House" and lot of land situate in East Jaffrey Village, near said railroad, and bounded and described as follows, to wit:—Beginning on the highway leading from East Jaffrey to Squantum, at a point ten feet east of the east side of the house on said lot; thence southerly in a straight line parallel with the east side of said house, to a point thirty-five feet south of the south side of the L part of said house; thence westerly in a straight line parallel with the south side of the said L part of said house, fifteen feet; thence northerly in a straight line to the highway aforesaid, at a point twenty feet west of the north-west corner of said house. Also reserving from this lease the right and privilege forever of taking water to supply said "Warren House" from the well situate a little east of said house, and partly under the platform extended north of the passenger depot at East Jaffrey aforesaid, and the right to lay pipes from said house to said well, and to dig up the earth to lay and repair the same, without making unnecessary waste; also reserving from this lease forever the rights of way around the said "Warren House" on the east, south and west sides thereof, over and upon the roads now open as they now are.

IV. Reserving and excepting from this lease the lands sold and the rights under a lease of land leased by the said party of the first part to O. H. Bradley and C. A. Parks by former vote of the directors of said party of the first part, said lands being situate in said East Jaffrey, and bounded and described as follows, viz. —Beginning on the sorth side of the highway leading from East Jaffrey Village to "Squantum" (so called), in said Jaffrey, on the west side of the track of the said railroad of the said party of the first

part, and four feet west of the west rail of said track; thence westerly by said highway to land of said Bradley and Parks; thence northerly by land of said Bradley and Parks to the highway leading from said East Jaffrey Village to New Ipswich; thence easterly on said last mentioned highway to a point four feet west of the west rail of said railroad track; thence southerly in a line four feet west of the west rail of said track, and parallel with the same to the point of beginning.

V. Reserving and excepting from this lease the rights to one N. W. Mower, under a lease of a small tract of land lying on the east side of the depot-grounds at said East Jaffrey, the same being leased to said N. W. Mower, and bounded and described as follows, viz.:—Beginning at a point thirty-nine feet east from the north-west corner of land of J. M. Darling; thence on a line running northerly at a right angle to the line between land of said Darling and land of the said Monadnock Railroad Company to land of Lewis L. Pierce; thence south-easterly on land of said Pierce and land of Mrs. Nancy A. Robbins to land of said J. M. Darling; thence on said Darling's land to the bound first mentioned. The said party of the first part to have the rent or income accruing from the lease of said land to said Mower.

To have and to hold the same to the said party of the second part, their successors and assigns, with all the rights, water privileges, easements, appurtenances and franchises thereto belonging, with the sole and exclusive right to hold, use and enjoy the same, and to run and operate the said railroad of the said party of the first part for and during the term of ninety-nine years, from the first day of October next, upon the terms and conditions hereinafter set forth in the covenants of said party of the second part.

And the party of the first part doth further covenant and agree with said party of the second part, during the term hereof, to perform all legal requirements and obligations incumbent upon said party of the first part for the preservation of its charters and franchises, and for the use and enjoyment thereof by the said party of the second part, their successors and assigns, and that no part of the demised premises shall be in any way taken or interfered with by reason of any indebtedness or liability of said party of the first part during the term thereof.

The said party of the second part, in consideration of the premises, covenants and agrees with said party of the first part to pay said party of the first part as rent under this lease, for the use of the said demised property and rights thereto belonging of the said party of the first part, during said term, twelve thousand dollars per year for the first two years of said term, said term to begin on the first day of October next; fifteen thousand dollars per year for the next three years following of said term; and eighteen thousand dollars per year for the next innety-four years following of said term, being the balance thereof. Each year's rent during said term to be paid in equal quarter-yearly payments, payable on the first Tuesday of December, March, June and September to the treasurer of the said party of the first part.

And the said party of the second part, in consideration of the premises, covenants and agrees during said term to pay all taxes that may be laid or assessed against the shares in the capital stock or the corporate property of said party of the first part during said term, excepting the taxes that may be assessed on the property of the said party of the first part that is excepted and reserved from the terms of this lease, the same to be paid whenever the same shall be assessed and become due.

And the said party of the second part, in consideration of the premises, covenants and agrees with said party of the first part to stock and equip with a proper and sufficient amount of rolling-stock the said railroad hereby demised, and to run and operate the said railroad, during the term of this lease, in such a manner as shall be reasonable and proper for a railroad of its class and description and for the business upon its route, running such trains as may be found needful for the reasonable accommodation of the public. That they, the said party of the second part, will pay all the expenses of runing said trains, and of the maintenance and care of the depots, and of all repairs and renewals upon said railroad and its equipments, and all damages for which said party of the first part shall in any way become liable; for loss of life, limb or property, or injury to persons or property incurred in the running of said railroad by said party of the second part; and that they will keep said railroad and demised premises in good

order and condition, reasonable use, wear and decay thereof excepted, as the same shall have been received by them, and with the rails and sleepers in as good average condition at the end of said term as the same shall at the same date be in and upon the other roads of like character and class in Massachusetts and New Hampshire. Provided, however, that nothing herein contained shall be taken or construed to oblige the said party of the second part to replace any iron which shall be worn out with rails weighing more than fifty (50) pounds to the lineal yard, being the weight of rails now on said road.

The said party of the second part further covenants and agrees with said party of the first part, to keep at all times during said term full, just and true accounts of all the receipts and earnings by them derived from the running of said railroad, and of the expenses of operating and repairing said railroad, and all the property appurtenant thereto and demised in this lease, and to make a full report of said receipts, earnings and expenses to the said party of the first part annually during said term.

And it is mutually covenanted and agreed, and these presents are made upon this condition, that in case of a breach of any of the covenants to be observed on the part of the lessees, or in case the estate hereby created shall be taken from the lessees or their representatives by process of law, by proceedings in bankruptcy or insolvency, or otherwise, the lessors, or their successors or assigns, may, after the expiration of three months after such default or neglect on the part of said party of the second part, if such default or neglect shall continue for the space of three months, or at any time after such taking by process of law, without any notice or demand, enter upon the premises, and thereby determine the estate hereby created, and may thereupon expel and remove, forcibly if necessary, the lessees, and all those claiming under them, and their effects.

And it is further understood and agreed by the parties hereto, that the said party of the second part shall have the right to make any needful additions and permanent improvements to said railroad, its construction, superstructure, depots and appurtenances during said term; but such additions and improvements, if any, shall be made at the sole expense of said party of the second part, and at no cost whatever to said party of the first part, and at the end of this lease, such additions and improvements shall become the property of said party of the first part. And it is further understood and agreed that the entire rolling-stock and equipment, and all other personal property furnished by said party of the second part for the operation of said railroad shall remain at all times the property of said party of the second part, and may be removed by them at the termination of this lease.

In case any difference shall arise as to the construction or effect of any stipulation herein contained, or as to any claim arising under the same, the same shall be submitted to the arbitration of three persons, who shall be mutually agreed upon by each of the parties hereto, and their award shall be final in the premises.

In testimony whereof, the said Monadnock Railroad Company, by Jonas Livingston, President, and Clarence A. Parks, Treasurer; and the said Boston, Barre & Gardner Railroad Corporation, by Ginery Twichell, President, and William E. Starr, Treasurer, have hereto set their respective seals, and said Livingston, Parks, Twichell and Starr have signed their names hereto, the day and year first above written.

MONADNOCK RAILROAD COMPANY,

By Jonas Livingston, President, and Clarence A. Parks, Treasurer.

Witnesses: M. L. Morrison. Ezra M. Smith.

BOSTON, BARRE & GARDNER RAILROAD COMPANY,
By GINERY TWICHELL, President, and
WILLIAM E. STARR, Treasurer.

Witnesses: Wm. H. Morse. I. N. Ross.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. December 2, 1874. Then personally appeared the above named Jonas Livingston and Clarence A. Parks, President and Treasurer respectively of the said Monadnock Railroad Company, and severally acknowledged the above instrument to be the voluntary act of the Monadnock Railroad Company above named.

Before me, EZRA M. SMITH, Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. October 29, 1874. Then personally appeared the above named Ginery Twichell and William E. Starr, President and Treasurer respectively of the said Boston, Barre & Gardner Railroad Corporation, and severally acknowledged the above instrument to be the voluntary act of the Boston, Barre & Gardner Railroad Corporation above named.

Before me,

WM. H. MORSE, Justice of the Peace.

[New Bedford Railroad Company and Taunton Branch Railroad Company.]

ARTICLES OF AGREEMENT.

Whereas, The New Bedford Railroad Company and the Taunton Branch Railroad Company, corporations established by the laws of the Commonwealth of Massachusetts, were authorized by chapter twenty of the Acts of the year 1873, to unite and form one corporation, upon such terms as said corporations may mutually agree upon; and, whereas, it is believed that the welfare of both of said corporations and the public interests would be subserved by such union,

Now, therefore, It is hereby mutually agreed by and between said companies, that on and after the first day of February, A. D. 1874, said companies shall be united and consolidated, and shall thereafter form one corporation known as and called the New Bedford Railroad Company; and on and after the first day of February each holder of stock in either of said companies shall be and become a stockholder of the same number of shares of said consolidated company; and each stockholder of said Taunton Branch Railroad Company may at any time surrender his certificate of stock, and the same shall then be cancelled, and he shall receive a certificate of the same number of shares in said consolidated company, to be called the New Bedford Railroad Company, which shall be in every respect equal to the New Bedford Railroad stock now in existence, and entitled to the same dividends. And after said first day of February no certificate of Taunton Branch Railroad stock shall be issued, but, upon any transfer of said stock, the person entitled to the same shall receive a certificate of said New Bedford Railroad stock; and each and every share of the stock of either of said existing companies shall, after said first day of February, be and become to all intents and purposes the stock of said consolidated company; and, inasmuch as the stock of said Taunton Branch Railroad Company is considered to be of more value than the stock of the New Bedford Railroad Company, for the purpose of equalizing the value of said stocks, it is hereby understood and agreed by and between the parties hereto, that said consolidated company shall, upon demand, on and after the first day of April next, pay from the funds of said company to each stockholder in said Taunton Branch Railroad Company, as appears by the books of said last-named company, at the opening of business on the morning aforesaid of said first day of February, the sum of thirty-three dollars and thirty-three cents in cash for each and every share of Taunton Branch Railroad stock so held by each stockholder. Said consolidated company shall, on and after said first day of February, by virtue of this agreement and the act of union, have, hold, possess and enjoy all the powers, privileges, rights, franchises, real and personal property claims, demands and estates which, on said first day of February, may be held and enjoyed by either of the said existing companies, and be subject to all the duties, obligations, debts and liabilitles to which, at the time of such union, either is subject. After said union, the bylaws of the New Bedford Railroad Company, as now existing, shall be binding upon and become the by-laws of the consolidated corporation, until changed by the action of said consolidated corporation, according to the provisions of said by-laws; excepting that until the time of the next annual meeting of the New Bedford Railroad Company, as fixed by said by-laws, the directors of both of said companies shall be united and constitute the directors of said consolidated corporation; but the president, treasurer, cashier and clerk, and all other officers of the existing New Bedford Railroad Company, shall be and constitute the officers of the consolidated corporation, until new officers [are chosen] according to the provisions of said by-laws.

After said first day of February, each of said existing railroad companies shall con-

tinue only for the purpose of perfecting said union and doing any and all such acts and things, if any, as may be necessary therefor, and shall execute all such transfers, assignments and conveyances as the consolidated corporation may deem necessary or expedient to vest in itself any property, estates, contracts, rights or claims, if any there be, which do not rest in it by virtue and authority of these articles and the Act of the legislature above named.

In witness whereof, the said New Bedford Railroad Company, by Joseph Grinnell, Hiram A. Blood and Wm. W. Crapo, a committee duly authorized by stockholders of said New Bedford Railroad Company, at a meeting called for that purpose; and the said Taunton Branch Railroad Company, by Benj. F. Thomas, Edward Pickering and Harrison Tweed, duly authorized by stockholders of the Taunton Branch Railroad Company, at a meeting duly called for that purpose, have hereto affixed the corporate names and seals of said corporations; and, in token thereof, the members of each of said committees have signed their names, this twenty-seventh day of January, A. D. 1874.

NEW BEDFORD RAILROAD COMPANY, [SEAL.]
By Joseph Grinnell.

H. A BLOOD. Wm. W. CRAPO.

Witnesses: A. G. PIERCE.

E. D. Hewins. S. H. Howe.

TAUNTON BRANCH RAILROAD COMPANY, [SEAL.]

By Benj. F. Thomas. E. Pickering. Harrison Tweed.

Witnesses: GEO. A. TORREY.

GEO. E. TOWNE.

IN BOARD OF RAILROAD COMMISSIONERS, March 4, 1874.

Voted, that the name of "New Bedford Railroad Company," adopted by the corporation formed by the consolidation of the New Bedford Railroad Company and the Taunton Branch Railroad Company, be approved by this Board, as provided in section seven of chapter twenty of the Acts of 1873.

WM. A. CRAFTS, Clerk.

[Peterborough Railroad Company (of N. H.) to Nashua & Lowell Railroad Company.]

LEASE.

THIS INDENTURE, made the sixth day of May, in the year eighteen hundred and seventy-two, between the Peterborough Railroad, a corporation duly established by the laws of the State of New Hampshire, of the first part, and the Nashua & Lowell Railroad Corporation, established by the laws of the States of New Hampshire and Massachusetts, of the second part,

WITNESSETH:

That whereas, By an Act passed by the Legislature of New Hampshire, approved July 9, 1869, authority is given to the first party to lease its road, or any part thereof, to any other railroad corporation, on such terms and for such time as such railroad companies may agree; and may make and execute such lease to such other corporation as well before as after its construction; and whereas, it is desirable to first construct and put in operation that portion of said Peterborough Railroad, extending from the Wilton Railroad at East Wilton, to or near the village of Greenfield, a distance of about ten miles; and whereas, subscriptions to the stock of said railroad are now being taken, conditioned upon a contract being executed for the operation of said road, and the guaranty of a certain income by the second party hereto;

Now, therefore, The said Peterborough Railroad, party of the first part, in consideration of the covenants herein contained on the part of the Nashua & Lowell Railroad Corporation, to be kept and performed, doth hereby agree to build and complete on or before the first day of April, 1873, that part of its said railroad from Wilton to Greenfield aforesaid, at its sole and separate cost and expense, in the manner hereinafter specified, and to deliver up the same, with all its appurtenances, to the said Nashua & Lowell Railroad Corporation, party of the second part, its successors and assigns, to be used, run, operated, managed and controlled by said second party, for the full period of twenty years from the first day, inclusive, of April, eighteen hundred and seventy-three. And said party of the first part, delegates to said second party for said term, all its powers to regulate and manage the said road, and to collect tolls and income therefrom, for the sole benefit of said second party.

The said first party also agrees on its part to warrant and defend the said second party in quiet possession of the said road and appurtenances, during the term aforesaid, against the claims and demands of all persons or parties, other than claims growing out of the operation of said road under this contract; also, at its own separate cost, to keep up its corporate organization during the continuance of this agreement, and to pass and perform all such official acts as may from time to time become necessary for the legal and proper management of the road and property.

And the first party agrees to construct said road as herein conditioned, viz.:-

First. To commence the same as soon as it can be definitely located and put under contract, and to complete the road, ready for running, on or before the first day of April, 1873.

Second. To build its road in every respect equal to the Wilton Railroad, with similar width of cuts and banks, and the like quality of masonry, bridging and fencing, with good quality of iron rails of not less than 56 lbs. weight per yard, having either iron or wood splices at the joints, and with ties similar to those used on the Wilton road.

Third. To secure all lands requisite for the road-bed, turn-outs, gravel-banks and

station-grounds, and to construct such depots in wood, and such side-tracks as the anticipated business would seem to require.

Fourth. It is understood that no grade in the road shall exceed eighty feet to the mile, and no curve in the main track shall be sharper than nine hundred feet radius.

Fifth. The road shall be located and constructed under the direction and control and to the satisfaction of the manager of the second party.

Sixth. The rolling-stock is to be furnished by the second party, and is to remain their sole property.

And the said Nashua & Lowell Railroad Corporation, party of the second part, in consideration of the premises, hereby agrees for and during the term of twenty years, as aforesaid, to manage said property in accordance with the provisions of the charter of the Peterborough Railroad and the laws of the State, to do and perform all the transportation of persons and freight upon and over the said read, and to collect the tolls and income thereof, as full satisfaction for the managing, operating and running of the same; and that they will at their own cost and expense, maintain the said section of the Peterborough Railroad, its road-bed, bridges, tracks, fences and buildings, and all other property entrusted to them by said first party, and will deliver up the same at the expiration of this agreement in good order and repair.

And in further consideration of the income aforesaid, to be derived from said railroad, the Nashua & Lowell Railroad Corporation, party of the second part, agrees to pay to the Peterborough Railroad, party of the first part, from the time said road is completed and put in their possession, until the expiration of the lease, as aforesaid, semi-annually, at the office of the Nashua & Lowell Railroad, in Nashua, a rental of three per centupon the nominal cost of said section of the Peterborough Railroad, as hereinafter defined. That is to say, the nominal cost of the road on which rental is to be paid, shall be rated at forty thousand dollars less than the actual amount which may be expended upon its construction, under the sanction of the manager of the second party, it being understood that gratuities to the amount of forty thousand dollars are to be contributed from towns and individuals; and the party of the first part hereby assumes the collection of said gratuities to be expended in the construction, as aforesaid, and guarantees that the same shall be raised and expended, and be exempt from income.

And the second party further agrees to assume and pay all taxes that may become due or be legally assessed on said section of road, from the time the same comes into its possession, and during the continuance of this indenture, and also all government taxes upon the rental or dividends as aforesaid. Also to allow and pay to the first party, for expenses of organization, the sum of one hundred and fifty dollars, annually and to allow to the corporate officers of said Peterborough Railroad, not exceeding seven in number, free passage, at their own risk, upon and in the passenger trains run over said road, and over the Nashua & Lowell road, and over the Wilton road, while operated by the second party.

And said party of the second part also agrees to save harmless the said party of the first part from all suits, processes, costs, expenses and damages incident thereto, arising from any accident which may happen on said Peterborough Railroad, while in the hands of the second party, or by reason of the running of the same by them, or for any act or neglect or doing of the said party of the second part; and further, to annually make such returns and specifications to the first party as may be requisite by them for their reports to the legislature or railroad commissioners.

In case the treasurer of the Nashua & Lowell Railroad is elected or appointed treasurer of the Peterborough Railroad, and shall accept said election or appointment, he shall perform all the duties appertaining thereto at the office of the Nashua & Lowell Railroad Company, and without charge to the said Peterborough Railroad for such services or office rent. Provided, however, that he shall give to said Peterborough Railroad Company as separate and distinct bond for the faithful performance of said duties, and the Nashua & Lowell Railroad Company are in no way to be accountable for his acts in such capacity.

And in case such treasurer of the Nashua & Lowell Railroad is offered such appointment to the office of treasurer of the Peterborough Railroad, and declines to accept the

same, it shall be the duty of said party of the second part to pay to such other person as may be appointed by the Peterborough Railroad to the said office of treasurer, a fair compensation for services in said office, not exceeding one hundred dollars per annum; said sum to be paid by the second party in addition to the sum heretofore named to be paid to the first party for expenses of organization.

It is understood and agreed that interest at the rate of six per cent. per annum may be allowed on assessments paid in upon the stock of said Peterborough Railroad, during the building of the road, and that so much of said interest as is not re-earned by temporary loans may be charged to the cost of construction. Also that the construction account shall be charged, with all taxes accruing, before April 1, 1873.

This contract shall take effect upon the completion of the said road and its delivery to and acceptance by the second party; and the first payment of rent under it shall be made on the first day of April or of October next succeeding such delivery and acceptance, and shall be proportionately at the rate of six per cent. per annum for the time between such acceptance and such first day of April or October. And thereafter the said semi-annual payments shall be made on the first days of April and October, in each year, during the continuance of this agreement.

In witness whereof, the parties have hereunto subscribed, by their committees, duly authorized thereto, and caused their corporate seals to be affixed, the day and year first above written.

THE PETERBOROUGH RAILROAD,

[SEAL.]

MYRON TAYLOR.

By Solomon Spalding, Granville P. Felt,

Committee duly authorized.

THE NASHUA & LOWELL RAILROAD CORPORATION, [SEAL.]

By F. B. CROWNINSHIELD, EDWARD SPALDING,

L. R. KIDDER.

GEO. STARK,

Committee duly authorized.

I hereby certify, that by vote of the directors of the Peterborough Railroad, at a meeting held on the sixth day of May, 1872, a committee consisting of Solomon Spalding and Granville P. Felt, was authorized to execute, on behalf of the Peterborough Railroad, the within lease of the said Peterborough Railroad.

ALBERT SMITH,
Clerk of the Directors of the Peterborough Railroad.

I hereby certify, that by vote of the directors of the Nashua & Lowell Rallroad Corporation, at a meeting held on the twenty-sixth day of April, 1872, a committee consisting of Francis B. Crowninshield, Edward Spalding and George Stark, was authorized to execute, on behalf of the Nashua & Lowell Railroad Corporation, the within lease of the Peterborough Railroad.

GEO. STARK,
Clerk of the Directors of the Nashua & Lowell Railroad Company.

[Vermont & Massachusetts Railroad Company to the Fitchburg Railroad Company.]

LEASE.

This Indenture, made this first day of January, in the year of our Lord one thousand eight hundred and seventy-four, by and between the Vermont & Massachusetts Railroad Company, a corporation existing under and by virtue of the laws of the States of Massachusetts and Vermont, of the first part, and the Fitchburg Railroad Company, a corporation existing under and by virtue of the laws of the State of Massachusetts, of the second part,

WITNESSETH:

That the said Vermont & Massachusetts Raffroad Company doth hereby lease, demise and let unto the said Fitchburg Railroad Company, its successors and assigns, its railroad, extending from the terminus of the Fitchburg Railroad, in Fitchburg, to Brastleboro', in the State of Vermont, and from "Grout's Corner," in Montague, to Greenfield. together with its branch from Deerfield to Turner's Falls; and also all the lands on which said railroad is or shall be located within said terminal points; or which are connected with the uses of said Vermont & Massachusetts Railroad Company and are its, property, and all the rights, easements, franchises and privileges appurtenant thereto: and all the turn-outs, branch-tracks, depot-grounds, water-rights, stations, superstructures and fixtures connected therewith, or belonging thereto, or used therewith, and the lands on which the same are now situate or standing, so far as the same are the property of the said Vermont & Massachusetts Railroad Company, and whether included within its location or not; and generally all and singular the real estate, tenements, franchises and appurtenances of the party of the first part, and all its cars, engines and equipments, of every nature and description. Also all the personal property of the party of the first part, however the same may be described, or wherever situate, saving and excepting only that all its open contracts for the transaction of its business, its notes, accounts, bills receivable, cash, cash funds, all its interest in the sinking fund, and claims of whatever nature and description, outstanding in its favor, or arising or hereafter to arise under any contract or contracts, and belonging to the party of the first part, on the first day of January, in the year of our Lord one thousand eight hundred and seventy-four, are on that day to be and become the full and absolute property of the said Fitchburg Railroad Company, and the same are hereby conveyed to said last-named corporation, in consideration of these presents,-

Excepting, however, and always provided, the foregoing demise is made subject to a lease from the Vermont & Massachusetts Railroad Company to the Rutland Railroad Company, of that part of its road extending from "Grout's Corner" to Brattleboro', and to all the covenants, stipulations and provisions therein contained; and also subject to all the terms and conditions of a contract by and between said Vermont & Massachu setts Railroad Company and the Cheshire Railroad Company, for the joint use, by the said two Companies, of so much of the road of the Vermont & Massachusetts Railroad Company as extends from Fitchburg to Ashburnham Junction, and for other privileges, to which lease and contract reference may be had; and also subject to all other existing incumbrances, liens and contracts (although not specifically mentioned) entered into, made or suffered by the Vermont & Massachusetts Railroad Company. And the Fitchburg Railroad Company shall be entitled to receive the rent reserved under said lease and contract, now or hereafter to become due, and to the full benefit of all the covenants of the lessees in said lease and contract; and the Vermont & Massachusetts

Railroad Company will execute all instruments which shall be reasonably necessary for that purpose.

To have and to hold the same to the said Fitchburg Railroad Company, its successors and assigns, for the term of nine hundred and ninety-nine years, from and after the first day of January, in the year of our Lord one thousand eight hundred and seventy-four.

And the said Vermont & Massachusetts Railroad Company doth hereby covenant and agree with the said Fitchburg Railroad Company, that it will, at all times, upon reasonable request, execute any and all instruments that may be requisite or necessary to confirm, and to its full meaning and intent effectuate and establish the foregoing lease and assignment.

And the said Vermont & Massachusetts Railroad Company doth further covenant and agree, that it will, upon the written request of the Fitchburg Railroad Company, sell and convey to such person or persons as the said Fitchburg Railroad Company may appoint, such portions or parcels of the real estate held in fee by the Vermont & Massachusetts Railroad Company, and outside of its location, as the said Fitchburg Railroad Company may designate, and upon such reasonable terms as the said Fitchburg Railroad Company may direct; but upon the express agreement, however, by the Fitchburg Railroad Company, that all the proceeds thereof, or a sum equal thereto, shall be, or shall previously, from the funds of the Fitchburg Railroad Company, have been, applied to permanent and substantial improvements upon or connected with the road or real estate of the Vermont & Massachusetts Railroad Company, and such as are not in the nature, merely of renewals or repairs.

And the said Vermont & Massachusetts Railroad Company doth further agree, that during the continuance of this lease and agreement, it will maintain its organization and existence as a body corporate, and to that end will comply with all the forms and requisites of the law; and that it will do and perform all such acts, at the request of the party of the second part, lawful and consistent with the rights of the party of the first part, and its public duty, as shall be proper and necessary to the due preservation and protection of all the property, rights, franchises and interests herein demised or granted to the party of the second part, and to the improvement of its property and increase of the facilities of its business, to carry into effect the true intent and meaning of this agreement, and that in default thereof the same may be done by the party of the second part so far as it can lawfully do the same, or by its agents, successors and assigns, in the name and as the act of the party of the first part; and also that the party of the second part may use the name, franchise and corporate power of the party of the first part in commencing and prosecuting any suit in law or equity, which may be necessary to enable the party of the second part to assert or maintain any right secured to it by this instrument, or to enforce payment of damages for injury thereto; and also that the party of the first part will not engage in any new enterprise, construct any new road, issue any additional stock, or incur any new debt or liability, except in the issue of bonds or stock, as herein provided for the purposes herein expressed, so long as this lease is valid and binding, except at the written request of the Fitchburg Railroad Company; and will not in any way interfere or act in the use or management of its road or its appurtenances, except it shall be authorized to do so by re-entry, in case of default of the party of the second part as hereinafter provided.

And the said Vermont & Massachusetts Railroad Company doth agree to do all lawful corporate acts, upon the request of the said Fitchburg Railroad Company, that may be necessary for the improvement or straightening of said railroad, its stations or grounds; provided, always, that all the expenses incurred by the said party of the first part, under this or the preceding clause, shall be borne by the party of the second part.

And whereas it is probable that large expenditures may be necessary upon the line of the Vermont & Massachusetts Railroad to accommodate traffic, the said Vermont & Massachusetts Railroad Company doth further covenant and agree, that it will, at the written request of the Fitchburg Railroad Company, from time to time, issue its additional unconvertible bonds, at a rate of interest either of six or seven per cent., at the option of the Fitchburg Railroad Company, to the extent of its right under its charter and legislative acts in that behalf, and any further legislative acts which may be here

after passed; provided, however, said issue of additional bonds shall never exceed one million five hundred thousand dollars (except renewals of its bonds as hereinafter provided), to be delivered to and sold by said Fitchburg Railroad Company, but at not less than par, and upon the express agreement by the Fitchburg Railroad Company, that it will pay the principal and interest thereof as they may become due, and save the Vermont & Massachusetts Railroad Company harmless therefrom; and will, in the event that it places a mortgage or other lien upon its road, or upon its interest in the Vermont & Massachusetts road, include and secure in said mortgage all said bonds outstanding and unpaid, and all bonds issued in renewal of the same as hereinafter provided; and upon the further agreement, that all the proceeds of said bonds, or a sum equal thereto. shall be, or shall have previously, from the funds of the Fitchburg Railroad Company, been, applied to the purchase of real estate for railroad purposes upon or immediately connected with the road of the Vermont & Massachusetts Railroad Company, and in its name, but for the occupation of the Fitchburg Railroad Company as lessee, or to permanent and substantial improvements, and such as are not in the nature of renewals or repairs, upon or connected with the road, road-bed, bridges, track or real estate of the said Vermont & Massachusetts Railroad Company, or for the straightening or alteration of the line of the road of the Vermont & Massachusetts Railroad Company, or laying other tracks, or for excess in cost of steel over iron rails, or for any or all said purposes, but for no other purpose whatever.

And the Vermont & Massachusetts Railroad Company doth further covenant and agree with the Fitchburg Railroad Company, that it will, upon the written request of the Titchburg Railroad Company, sell and convey to such person or persons or corporation as may be designated in such request (provided such sale can lawfully be made), that portion of the Vermont & Massachusetts Railroad which lies between "Grout's Corner" and Brattleboro', Vermont, and known as the Brattleboro' Branch, with all or any part of the real estate reasonably appertaining to that portion of the road, upon such reasonable terms as said Fitchburg Railroad Company may direct; and in case of a dispute between the parties to this lease as to the reasonableness of the said terms, the same shall be determined by referees chosen, one by each of said parties, and the third by the two so chosen; and if either party shall refuse to choose a referee, an umpire shall be appointed by the supreme judicial court; and the said Fitchburg Railroad Company shall receive the proceeds of said sale; but upon the express agreement, however, that all the proceeds of said sale, or a sum equal thereto, shall be, or shall have previously, from the funds of the Fitchburg Railroad Company, been, applied to the purchase of real estate for railroad purposes upon or immediately connected with the road of the Vermont & Massachusetts Railroad Company and in its name, but for the occupancy of the Fitchburg Railroad Company as lessee, or to permanent and substantial improvements and such as are not in the nature of renewals or repairs, upon or connected with the road, road-bed, track, bridges or real estate of the said Vermont & Massachusetts Railroad Company, or for the straightening or alteration of the line of the road of the Vermont & Massachusetts Railroad Company, or laying other tracks, or for the excess of cost of steel over iron rails, or for any or all said purposes, but for no other purpose whatever. Provided, however, and it is expressly agreed, that if at the time of said sale, the one million and a half of bonds of the Vermont & Massachusetts Railroad Company-being the amount herein before agreed upon-shall have been issued. and are outstanding, the whole proceeds of said sale shall be applied to the purchase and extinction of said bonds, or to a sinking fund to be kept expressly for that purpose; and if at the time of said sale no part of said issue of one million and a half of bonds shall have been made,—or if a part of said bonds have been issued, but the said issue with the proceeds of said sale do not amount to one million and a half dollars,—the Vermont & Massachusetts Railroad Company shall not be required to issue said bonds to any greater amount than the difference between the actual proceeds of said sale added to the bonds already issued, and the sum of one million and a half of dollars; and in case a part only of said bonds shall have been issued before the sale of said branch, and the part so issued, together with the proceeds of said sale, exceeds the sum of one million and a half dollars, so much of the proceeds of said sale shall be applied to the payment

of said bonds (or carried to a sinking fund) as will reduce the sum of said bonds and proceeds to one million and a half dollars, the investment in a sinking fund being regarded for the purposes of this clause, as payment and extinction, pro tanto, of said bonds.

And the Vermont & Massachusetts Railroad Company doth further covenant and agree, that, as its now existing bonds, and all other bonds herein before provided for, mature, it will, on request of the Fitchburg Railroad Company, duly issue new bonds to the extent of eighty per centum of those so maturing, at a rate of interest of six or seven per centum, at the option of the Fitchburg Railroad Company, to be sold at not less than par, and the proceeds to be applied to the payment to that extent of the bonds so maturing. And the said new bonds, if required, shall be delivered at least six months before the maturity of the existing bonds to a committee consisting of an equal number from the board of directors of each of said companies, to be by them sold, and the proceeds strictly applied to the payment of the maturing bonds. And the existing bonds shall be delivered up, when paid, to the Treasurer of the Vermont & Massachusetts Railroad Company, cancelled. And upon the maturity of all the bonds so issued in renewal by the Vermont & Massachusetts Railroad Company, as provided in this agreement, the Vermont & Massachusetts Railroad Company, shall, upon request of the Fitchburg Railroad Company, issue new bonds to the extent of seventy-five per centum of the whole amount so maturing, of like tenor, and in such due season as to enable the Fitchburg Railroad Company to liquidate and pay seventy-five per centum thereof. And when again such new bonds mature, the Vermont & Massachusetts Railroad Company will again issue bonds of like tenor, to the amount of two-thirds of the amount so maturing. And when said last-named bonds mature, will again issue new bonds of a like tenor to the amount of one-half of the bonds so maturing; it being always understood and agreed, that the difference in each case, which is twenty per centum of the original issue shall be paid from the funds of the Fitchburg Railroad Company. The time during which said bonds shall run, in each case of issue, shall not exceed twenty years.

And the said Vermont & Massachusetts Railroad Company hereby covenants and agrees with the Fitchburg Railroad Company, that it will, at all times, upon the written request of the Fitchburg Railroad Company, make application to the legislatures of Massachusetts or Vermont for all such acts and authority as may be necessary in the premises, and do all things which may be necessary or proper to enable the Fitchburg Railroad Company to procure the money necessary for the purposes aforementioned, in the manner above mentioned. But all acts of the Vermont & Massachusetts Railroad Company under this clause shall be at the cost and expense of the Fitchburg Railroad Company.

And in consideration of the foregoing, the said Fitchburg Railroad Company doth hereby covenant and agree to pay to the said Vermont & Massachusetts Railroad Company, as annual rent, for the first two years, a sum each year equal to four per centum per annum on the present amount of the capital stock of the said Vermont & Massachusetts Railroad Company, two million eight hundred and sixty thousand dollars; for the third and fourth years, a sum each year equal to five per centum per annum upon said capital stock; and for each year of the remainder of said term of nine hundred and ninety-nine years, a sum equal to six per centum per annum upon said capital stock. And the said rent is payable semi-annually on the first days of April and October of each year of said term, in good and lawful money of the United States, and is to commence on the first day of January, A.D. 1874, and is payable at the office of the treasurer of the Vermont & Massachusetts Railroad Company. The rent on the first day of April, A.D. 1874, is to be for three months, and not for six months.

And the said Fitchburg Railroad Company doth further covenant and agree to pay the interest on the bonds of the Vermont & Massachusetts Railroad Company as it may accrue, and the principal thereof when due, and also all the instalments of the sinking fund, and in the event that any of the convertible bonds of the said Vermont & Massachusetts Railroad Company shall be converted into stock, the said Fitchburg Railroad Company doth agree to pay, as additional rental, the same annual per centum on

said new stock as is herein before set forth and provided as to the other stock, and at the same place and time.

And the said Fitchburg Railroad Company agrees to pay to the Vermont & Massachusetts Railroad Company the sum of three thousand dollars annually, for the purpose of defraying the expenses of the maintenance of its organization and the salaries of its officers; said amount to be paid in equal quarterly payments.

And the said Fitchburg Railroad Company further agrees to pay all taxes, whether national, state, county or municipal, which shall be assessed upon said Vermont & Massachusetts Railroad Company, or upon its railroad, or any of its property, or which shall be required to be paid by said Vermont & Massachusetts Railroad Company for any year or part of year during said term; and if at any time during said term a tax shall be assessed upon the stock of the party of the first part, as a tax on property of stockholders, and as a substitute for the tax or any part thereof now levied upon the corporation, the party of the second part hereby agrees to pay the same, as also all charges and assessments in the nature of taxes, so that the party of the first part shall receive the clear annual revenue herein before stated and fully set forth.

And the said Fitchburg Railroad Company further agrees to expend all sums of money received from sales of land, or an amount equal thereto, as herein before fully set forth, in permanent improvements upon, or connected with, the road or real estate of the Vermont & Massachusetts Railroad Company, and such as are not in the nature merely of renewals or repairs.

And the party of the second part doth further agree to assume all the debts, claims, liabilities and obligations, of every nature and description, now incurred and outstanding against the said Vermont & Massachusetts Raffroad Company, or that may in any way hereafter arise or grow out of any transactions, business, negligence or misfeasance had or committed by said Vermont & Massachusetts Raffroad Company prior to the first day of January in the year of our Lord one thousand eight hundred and seventy-four, and to forever indemnify and wholly save harmless the said Vermont & Massachusetts Railroad Company therefrom. And the said party of the second part further agrees fully to indemnify, and save harmless, the party of the first part, from and against all claims, obligations, losses, liabilities or expenses, that it may in any wise incur, or become liable to, after said first day of January, that may in any manner arise, or grow out of, any transactions, business, negligence or misfeasance in any way connected with the operation, management or control of said leased road, or any of its property.

And whereas the said party of the first part has contracts for business and other matters still unexecuted and open, the party of the second part doth hereby agree to assume and perform all such contracts and agreements, and to do, and to keep, all things therein to be kept and performed, and save the party of the first part harmless therefrom. And it is to have and receive all payments and benefits to be had and received by the party of the first part under and by virtue of the same.

Said party of the second part further agrees, that it will at all times keep, rebuild and maintain said railroad, its road-bed, bridges, superstructures, buildings, grounds and fences, and everything pertaining to the same, in as good repair and condition as it now is, and as the law may require. But nothing herein contained shall prevent the lessee from altering, taking down or removing any structures on the premises; but in such case, and in place thereof, it shall on some part of the lessed premises make other improvements, or erect other structures, equal in value to the structures altered, taken down or removed. And the said Fitchburg Railroad Company shall have the right to use all the rolling-stock of the Vermont & Massachusetts Railroad Company on and over its own road, or over any road where it can lawfully send its own cars; and may, at any and all times, sell the locomotives, tools, machinery, fixtures, other rolling-stock, furniture and other personal property herein leased, substituting other property of equal value therefor.

And the said party of the second part covenants and agrees, that, in managing and operating said leased road, it will, as far as it lawfully may, assume and perform all obligations and duties to which it would be liable under the laws and the charter of the Vermont & Massachusetts Railroad Company, in case the said railroad was owned

by said party of the second part, and make all returns that are or may be required by law of the Vermont & Massachusetts Railroad Company.

And the party of the second part further agrees to furnish, during the term of this lease, to the officers for the time being of the Vermont & Massachusetts Railroad Company, not exceeding nine in number, free annual passes over the Fitchburg and Vermont & Massachusetts railroads, on regular passenger trains; the said officers taking the risk of all personal damage, detention, injury or loss of baggage, from any cause whatsoever, on said passage. And it also agrees that the stockholders of the Vermont & Massachusetts Railroad may pass free over said roads at any stockholders' meeting during said term.

These presents are upon the condition, that if the said Fitchburg Railroad Company shall neglect or refuse to pay the rent herein reserved, or any part thereof, for more than six months after the same shall have become due-previous written notice of at least thirty days having been given by the president and directors of the Vermont & Massachusetts Railroad Company that this neglect or refusal will be considered as a forfciture of this lease—or if the said Fitchburg Railroad Company shall continue to neglect, or fail to perform, any or either of the covenants on its part to be performed, for more than six months after written notice from the president and directors of the Vermont & Massachusetts Railroad Company of such neglect or failure, and that if continued it will be regarded as a forfeiture of this lease—then and in either of said cases, the said party of the first part may lawfully, at any time after the expiration of said six months, and while such neglect or default continues, without further notice or demand, enter into and upon the leased premises, or any part thereof, in the name of the whole, and repossess the same as of its former estate, and expel the party of the second part and those claiming under it, without prejudice to any remedies which might otherwise be used for arrears of rent or preceding breach of covenant.

And whenever payment of rent, as herein before provided, shall be delayed, interest shall be paid by the party of the second part to the party of the figst part, from the time when such rent shall become due, at the rate of ten per centum per annum, up to the time that notice shall be given that such delay will be regarded as a forfeiture. But nothing herein shall be considered to work a forfeiture of this lease when the omission or delay on the part of the Fitchburg Railroad Company in performing any obligations hereunder—saving only the payment of the rent—results from causes reasonably beyond its control, or when, from any cause, such omission or delay ought not in equity to work a forfeiture; and nothing shall prevent the right of the Fitchburg Railroad Company to delay the payment of any claim or demand against the Vermont & Massachusetts Railroad Company which, for reasonable cause, it may choose to litigate at its own cost.

And the Fitchburg Railroad Company doth further agree, that in the event of the forfeiture of this lease for breach of the condition thereof, and entry and repossession by the lessor, it will pay over, or render a sufficient equivalent for, the appraised value of the personal property herein assigned and made over (upon the basis of an inventory thereof, made at the time of the execution hereof), and for the locomotives, tools, machinery, fixtures, rolling-stock, furniture, supplies and other property which it shall have sold under the authority herein before contained.

And the Fitchburg Railroad Company doth further agree, that whenever, in pursuance of the terms of this agreement, the Vermont & Massachusetts Railroad Company shall issue its bonds as herein provided for, the Fitchburg Railroad Company will pay the principal and interest thereof as they may become due, and save the Vermont & Massachusetts Railroad Company harmless therefrom; and will also, in the event that it places a mortgage or other lien upon its road, or upon its interest in the Vermont & Massachusetts road, include and secure in said mortgage all said bonds outstanding and unpaid, and all issued in renewal of them or any part of them; and it doth further agree, that all the proceeds of said bonds, or a sum equal thereto, shall be, or shall previously, from the funds of the Fitchburg Railroad Company, have been, applied to the purchase of real estate for railroad purposes, upon or immediately connected with the road of the Vermont & Massachusetts Railroad Company, and in its name, but for the

occupation of the Fitchburg Railroad Company as lessee, or shall be applied to permanent and substantial improvements, and such as are not in the nature of renewals or repairs, upon or connected with the road, road-bed, bridges, track or real estate of the said Vermont & Massachusetts Railroad Company, or to the straightening or alteration of the line of the road of the Vermont & Massachusetts Railroad Company, or to laying other tracks, or to the excess in the cost of steel over iron rails, or to any and all said purposes, but to no other purpose whatever.

And the Fitchburg Railroad Company doth further agree, that whenever the Vermont & Massachusetts Railroad Company shall sell any portion of its real estate, as herein before provided for, the proceeds thereof, or a sum equal thereto, shall be, or shall previously, from the funds of the Fitchburg Railroad Company, have been, applied to the purchase of real estate, for railroad purposes, upon or immediately connected with the road of the Vermont & Massachusetts Railroad Company, and in its name, but for the occupancy of the Fitchburg Railroad Company as lessee; or shall be applied to permanent and substantial improvements, and not such as are in the nature of renewals or repairs, upon or connected with the road, road-bed, track, bridges or real estate of the said Vermont & Massachusetts Railroad Company, or to the straightening or alteration of the line of the road of the Vermont & Massachusetts Railroad Company, or to laying other tracks, or to any and all said purposes, but to no other purpose whatever.

Provided, however, and the Fitchburg Railroad Company doth further agree, that if at the time of the sale of the Brattleboro' Branch, as herein before provided for, the one million and a half of bonds of the Vermont & Massachusetts Railroad Company—being the amount herein before agreed upon—shall have been issued, and are outstanding, the whole proceeds of said sale, or sales, shall be applied to the purchase and extinction of said bonds, or to a sinking fund to be kept expressly for that purpose.

And the said Fitchburg Railroad Company doth further agree, that in case a part only of said bonds shall have been issued before the sale of said branch, and the part so issued, together with the proceeds of said sale, exceeds the sum of one million and a half of dollars, so much of the said proceeds of said sale shall be applied to the payment of said bonds (or carried to a sinking fund) as will reduce the sum of said bonds and proceeds to one million and a half of dollars, the investment in a sinking fund being regarded, for the purpose of this clause, as payment and extinction, pro tanto, of said bonds.

And the Fitchburg Railroad Company agrees, at all times, upon the request of the directors of the Vermont & Massachusetts Railroad Company, to furnish the said directors with a full and detailed account of all expenditures, by said Fitchburg Railroad Company, of the money received from all its sales of the lands of the Vermont & Massachusetts Railroad Company, its sale of said Brattleboro' Branch, if made, and from the sale of any bonds issued or renewed under the provision of this lease.

It is further agreed and understood between the parties hereto, that the Fitchburg Railroad Company may relocate or rebuild any part of the line of the Vermont & Massachusetts Railroad, and for the purpose of straightening the same, or improving the grades or curvatures, may discontinue any portion, so far as it can lawfully be done, and may construct a second track in whole or in part, sidings, stations, and, in general, may make any reasonable and proper alterations, additions or improvements on said property, which the said Vermont & Massachusetts Railroad would, if acting in its own corporate capacity, have power to do. All, however, is to be paid for by the Fitchburg Railroad Company, either out of its own funds, or out of the funds to be raised from bonds or otherwise, as herein provided.

In addition to the inventory of the personal property assigned and made over, as above provided, there shall be another inventory and appraisal made at, or immediately after, the execution of this lease, of all the locomotives, cars, rolling-stock, machinery and personal property of every nature and description demised to the Fitchburg Railroad Company by this lease, and an accurate description and appraisal made of the road, tracks, buildings, bridges and all similar property appertaining to and of the nature of real estate, of the Vermont & Massachusetts Railroad Company; and a copy of such inventory, description and appraisals shall be furnished to each of said com-

panies; and the same shall be evidence in any and all cases in which the question of the value of said property at the time of making this lease shall arise. The said inventory, description and appraisals, as also the other inventory and appraisal provided for in this lease, shall be made by two disinterested persons, one selected by each of said companies, who, in case of any dispute or disagreemant, may choose a third.

And if at any time it shall happen that this lease shall be or become invalid, or shall be terminated without the default of either party, then, and in such case, each party shall be restored as near as may be to the condition in which it stood before the lease was made, and due allowance shall be made for what each party has paid, received or become liable for in consequence of this lease, or in carrying out its provisions, so as to make an equitable adjustment between them (but in no case shall any rent be returned, it being understood that the rent and the value of the occupation shall be considered as mutually equivalent); and if the parties cannot agree upon such adjustment, or upon an arbitration, then the party aggrieved shall have a claim to relief at law or in equity.

All the covenants by either corporation shall be binding upon its successors and assigns, and all the covenants to or with either corporation shall inure to the benefits of its successors and assigns in the same manner as if In each case it had been fully expressed.

In witness whereof, the Vermont & Massachusetts Railroad Company, by its president, and the Fitchburg Railroad Company by its president, and the president of each of said companies being thereto duly authorized as a committee, have to this, and one other instrument of even date and tenor herewith, signed their corporate names, and affixed their corporate seals, the year and day first above mentioned,

VERMONT & MASSACHUSETTS RAILROAD COMPANY, [SEAL.]

By Daniel S. Richardson, *President*.

[Hereto authorized as a Committee by the Directors.]

FITCHBURG RAILROAD COMPANY,

[SEAL.]

By WILLIAM B. STEARNS, *President*.
[Hereto authorized as a Committee by the Directors.]

Countersigned by FRANKEIN N. Poor, Treasurer Vt. & Mass. Railroad Co.

Countersigned by M. D. BENSON,

Treasurer Fitchburg Railroad Co.

FRANCIS B. SNOW,
Witness to Daniel S. Richardson, President,
and William B. Stearns, President, and
Franklin N. Poor, Treasurer, and M. D.
Benson, Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. January 7, 1874. Then personally appeared William B. Stearns, and as President of the Fitchburg Railroad Company, and as a committee duly authorized thereto, acknowledged the above to be the free act and deed of the Fitchburg Railroad Company. Before me,

P. E. TESCHEMACHER, Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. January 7, 1874. Then personally appeared, Daniel S. Richardson, and as President of the Vermont & Massachusetts Railroad Company, and as a committee duly authorized thereto, acknowledged the above to be the free act and deed of the Vermont & Massachusetts Railroad Company. Before me,

P. E. TESCHEMACHER, Justice of the Peace.

This memor approval by the upon by the diofficial capacit lum witnesses that the terms of the within lease have, before its ockholders of the companies therein named, been unanimously agreed for thereof, acting under votes of their respective boards, both in their ad as representatives of their respective boards.

DANIEL S. RICHARDSON, GEO. F. FAY, F. GOODHUE, WENDELL T. DAVIS, T. K. WARE, JAS. A. DUPEE, WM. H. HILL,

Directors of Vermont and Massachusetts Railroad Company.

WM. B. STEARNS,
ROBERT CODMAN,
SETH BEMIS,
P. B. BRIGHAM,
ALVAH CROCKER,
the Fitchburg Railroad Company.

B. D. LOCKE, Witness to the signatures of the Directors of the Vermont & Massachusetts Railroad Company.

THOMAS WHITTEMORE,
Witness to the signatures of the Directors
of the Fitchburg Railroad Company.

EXTRACTS FROM THE DIRECTORS' RECORDS OF THE FITCHBURG RAILROAD COMPANY.

The following vote was passed at a meeting held December 18, 1873:—

"Voted, That it is expedient to call a special meeting of the stockholders of the Fitchburg Railroad Company, to be held at the passenger-station on Causeway Street, Boston, on Wednesday, the 31st day of December, 1873, at 11 o'clock, A. M., to see if the stockholders will authorize the directors to take a lease of the Vermont & Massachusetts Railroad and its branches, for nine hundred and ninety-nine years, and to act upon the terms thereof; and the clerk is hereby directed to call the same."

The following vote was passed at a meeting held December 29, 1873:-

"The proposed lease of the Vermont & Massachusetts Railroad having been presented and read, on motion of Mr. Bemis, seconded by Mr. Crocker, it was voted that this board do agree to said lease, and approve the same, subject to the approval of the stockholders."

EXTRACT FROM THE STOCKHOLDERS' RECORDS OF THE FITCHBURG RAILBOAD COMPANY.

The following vote was passed at a special meeting of the stockholders of the Fitchburg Railroad Company, held Wednesday, the 31st day of December, 1873:—

"That whereas the directors of the Vermont & Massachusetts Railroad Company, and the directors of the Fitchburg Railroad Company, whose roads enter upon and connect with each other, have agreed that the first-named company shall make a lease of its road to said last-named company, and that such lease shall be for the term of nine hundred and ninety-nine (999) years, from the first day of January, A. D. one thousand eight hundred and seventy-four, and that in addition to the payment of certain taxes, assessments and other payments to be made, and liabilities to be assumed and fulfilled by the lesses under said lease, the rent of such road, to be paid half yearly by

said lessees, shall be a certain percentage upon the capital stock issued by the said Vermont & Massachusetts Railroad Company, viz.:—Four per cent. per year thereon for the first two years of said term; five per cent. a year thereon for the two next years of said term; and six per cent. a year thereon for the residue of said term. And whereas the said directors have agreed upon all the terms of said lease, which are fully set forth in the draft of a lease this day submitted to the stockholders of the Fitchburg Railroad Company.—

"Now, therefore, we, the stockholders of the Fitchburg Railroad Company, do sanction and confirm such agreement, and do hereby approve of the terms of said lease, and do approve, ratify and confirm such lease itself, and hereby authorize the directors of the Fitchburg Railroad Company, in its behalf, either by their committee or collectively, to execute the same, and to affix thereto the signature and corporate seal of the Fitchburg Railroad Company."

EXTRACT FROM THE DIRECTORS' RECORDS OF THE FITCHBURG RAILROAD COMPANY.

The following vote was passed at a meeting held January 7, 1874:-

"On motion of Mr. Codman, it was voted, That the president of this company be authorized as a committee to execute and acknowledge the lease of the Vermont & Massachusetts Railroad, approved by the stockholders at their special meeting held December 31, 1873, and to affix the corporate seal thereto."

I hereby certify that the foregoing are true copies from the records of the Fitchburg Railroad Company.

Attest:

THOMAS WHITTEMORE,
Clerk of the Fitchburg Railroad Company.

EXTRACTS FROM THE DIRECTORS' RECORDS OF THE VERMONT & MASSACHUSETTS RAILEOAD COMPANY.

The following vote was passed at a meeting held December 19, 1873:-

"Voted, That a special meeting of the stockholders of the Vermont & Massachusetts Railroad Company be called, to be held at the passenger-station of the Fitchburg Railroad Company, on Causeway Street, in Boston, the sixth day of January next, at eleven o'clock A. M., to see if the stockholders will authorize the directors to lease the Vermont & Massachusetts Railroad and its branches, for nine hundred and ninety-nine years, and to act upon the terms thereof."

The following vote was passed at a meeting held January 6, 1874:-

"The lease of the Vermont & Massachusetts Railroad to the Fitchburg Railroad Company, as agreed upon by the joint boards of directors, was submitted to the board, and thereupon the following vote was unanimously passed, viz.:—Voted, That this board agrees to said lease, and approves the same, subject to the approval of the stock-holders."

EXTRACT FROM THE STOCKHOLDERS' RECORDS OF THE VERMONT & MASSACHU-SETTS RAILROAD COMPANY.

The following vote was passed at a special meeting held January 6, 1874:-

"Whereas, the Directors of the Vermont & Massachusetts Railroad Company, and the Directors of the Fitchburg Railroad Company, whose roads connect with each other, have agreed upon a lease by the first-named company of its road to the last-named company, for the term of nine hundred and ninety-nine years, from the first day of January, in the year one thousand eight hundred and seventy-four, and upon all the terms thereof, a copy of which lease has this day been read and submitted to the stockholders of the Vermont & Massachusetts Railroad Company,—

"Now, therefore, we, the stockholders of the Vermont & Massachusetts Railroad Company, do sanction said lease, and do approve the terms thereof, and do hereby authorize the directors of the Vermont & Massachusetts Railroad Company, in its

behalf, either by their committee or collectively, to execute the same, and to affix thereto the corporate seal of the Vermont & Massachusetts Railroad Company."

EXTRACT FROM THE DIRECTORS' RECORDS OF THE VERMONT AND MASSACHUSETTS
RAILROAD COMPANY.

The following vote was passed at a meeting held January 7, 1874:-

"Voted, That the President of this Company be authorized, as a committee, to execute and acknowledge the lease to the Fitchburg Railroad Company, approved by the stockholders at their special meeting, held January 6, 1874, and to affix the corporate seal thereto."

I hereby certify that the foregoing are true copies from the records of the Vermont & Massachusetts Railroad Company.

Attest:

B. D. LOCKE,

Clerk of the Vermont & Massachusetts Railroad Company.

[Ware River Railroad Company to Boston & Albany Railroad Company.]

LEASE.

This Indenture, made to take effect the first day of January, A.D. eighteen hundred and seventy-four, by and between the Ware River Railroad Company, a corporation existing under and by virtue of the laws of Massachusetts, party of the first part, and the Boston & Albany Railroad Company, party of the second part, a corporation existing under and by virtue of the laws of Massachusetts and New York,

WITNESSETH:

That the said Ware River Railroad Company doth hereby lease, demise and let unto the said Boston & Albany Railroad Company, its successors and assigns, its railroad, extending from the southern terminus thereof, in the town of Palmer in Massachusetts, northerly, up the valley of Ware River, through or near the towns of Palmer, Ware, Hardwick, New Braintree, West Brookfield, Barre, Oakham, to the valley of Burnshirt Stream; thence by said last-named valley, through or near the towns of Hubbardston, Phillipston and Templeton to Otter River, near the village of Baldwinsville; thence to and through the town of Winchendon to the northern terminus of said railroad, at the state line of New Hampshire; together with all the lands on which said railroad is, or shall be, located within said terminal points, or which are connected with the uses of said Ware River Railroad and are its property, and all the rights, easements, franchises and privileges appurtenant thereto, and all the turnouts, branch-tracks, depotgrounds, water-rights, stations, superstructure and fixtures connected therewith or belonging thereto, or used therewith, and the lands on which the same are now situate or standing, so far as the same are the property of the said Ware River Railroad Company, and whether included within its location or nof, and generally all and singular the real estate, tenements, franchises and appurtenances of the party of the first part, and all its equipments of every nature and description.

To have and to hold the same, whether now acquired or hereafter to be procured, unto said Boston & Albany Railroad Company, its successors and assigns, for and during the full term of nine hundred and ninety-nine years from said first day of January, A.D. eighteen hundred and seventy-four, as fully and freely to all intents and purposes as the said party of the first part might or could have enjoyed, and use the same under their charter, and any additions made or to be made thereto. And for the purposes of enabling said second party beneficially to enjoy and enforce said granted property, rights and privileges, the said first party hereby nominate, constitute and appoint said second party, its successors and assigns, its attorneys irrevocable, with full power and authority to use the name of the party of the first part in and about the location, construction, repairs, management and running of the said Ware River Railroad, and all the property, rights, privileges and franchises which may now or at any future time appertain or belong thereto, with the right and power to establish, receive and collect fares, rates of compensation and rents for the use of said road and other property, or for the transportation of persons, merchandise, mails and every description of property upon and over said road, and any part thereof, for the sole use and benefit of the said party, its successors and assigns, and to make any contracts, covenants and agreements proper and necessary for all the purposes herein provided for with any persons or corporations whatever in the name of the party of the first part, and under its corporate seal or otherwise, and generally to do and perform all other acts and things in the premises which said first party might lawfully do, with full power and authority also to use the name of

said first party in and about all proceedings in law or equity which said second party ary or expedient in and about all the business and proceedings aforesaid, or for the 1 rpose of fully securing to said second party, its successors and assigns, the quiet and beneficial enjoyment, use and possession of the said road and all the property, rights and privileges and franchises hereby granted, or for any purpose consistent with the true intent of this indenture, with the right for all the purposes aforesald, e to substitute and appoint one or more attorneys under said second from time to party, and th ne at pleasure to revoke.

And said h River Railroad Company doth further covenant and agree with said Railroad Company, its successors and assigns, that it will, during the Boston & Alba term of this in ture, at all times continue and preserve the legal organization of the said Ware Riv Railroad Company, will hold such meetings, pass such votes, appoint all such officers and confer upon them all such powers, keep such records of their pro-

ceedings, make such reports as may be required by law and do all such other acts as may be necessary and proper to carry into effect all the objects and provisions of this indenture, and that and hereafter, give such other assurances as may be necessary amount not exceeding five hundred maintaining the corporate existence of

dollars being paid said first party.

And said firet and assigns to the lands, will, on request. reassuring the as the same n

And said se term aforesaid, i thereof, the sum year, the sum of roas third year, the sum of thousand , vith said second party, its successors leted, and the titles to the same and all be vested in said first party, they party an indenture of confirmation, e terms and conditions thereof so far

with said first party, that during the under this lease, for the first year red (\$37,500) dollars; for the second and fifty (\$41,250) dollars; for the .) dollars; for the fourth year, forty-

eight thousand seven hundred and fifty (\$20,100) dollars; for the fifth year, fifty-two thousand five hundred (\$52,500) dollars; and for each and every year thereafter the sum of fifty-two thousand five hundred (\$52,500) dollars, payable in equal semi-annual instalments on the first Wednesday of January and July, said amounts being for the first year at the rate of five per cent. on the capital stock of said first party, to wit: seven hundred and fifty thousand (\$750,000) dollars, and the annual increase of one-half per cent. on the same until the said maximum rent is obtained, to wit: seven per cent. on said capital stock.

And said second party further covenants and agrees to assume the payment of, and to pay all cost and expense of, completing said road of said first party, incurred, and to be incurred, since the sale of said road by the mortgagees, by virtue of a power of sale in said mortgage, which sale was made on the twenty-second day of May, A.D. 1873, said payments to be made according to accounts to be rendered from time to time by said first party, and approved by the president and vice-president of said second party.

And said second party doth further covenant and agree to pay all taxes which during said term may be assessed upon said first party, its railroad and the stock of its stockholders, so that the rent herein specified shall net to said first party, clear of all taxes and assessments, said sums of five, five and a half, six, six and a half and seven per cent. per annum, as herein before specified upon said capital stock of seven hundred and fifty thousand (\$750,000) dollars.

And said second party further covenant and agree to furnish and provide all necessary power and equipment to run the said road of said first party, and to assume and pay all the obligations of said first party, under the laws of Massachusetts, the same as if said road were owned by said second party, as well as all obligations arising from any acts done, or contracts made, by said second party in the name of the powers herein conferred during the term of this lease.

And said second party further covenant and agree to pay a reasonable sum, not

exceeding five hundred dollars per'annum, for maintaining the corporate existence of said first party. And it is mutually covenanted and agreed that the treasurer of said second party shall also be the treasurer of said first party, and that all outstanding indebtedness from any and all parties to said first party are assigned to, and are become, the property of said second party.

And the said second party further covenants and agrees that it will if, and so long as, said first party shall request, pay said semi-annual rent to the holders of said stock as dividends; provided, however, that said stock shall in no case exceed said sum of seven hundred and fifty thousand (\$750,000) dollars, or be entitled by the terms on which they are issued to dividends exceeding said respective rates of five, five and a half, six, six and a half and seven per cent. above specified; and that while said second party pay the dividends to the stockholders aforesaid, all certificates of such stock shall, before the same become valid, be presented to, and countersigned by, the treasurer of said second party, whose duty it shall be thereupon to countersign the same, and to countersign such certificates as shall be issued from time to time upon transfers of said stock, and all dividends made to parties in whose names said certificates of stock are issued, when so countersigned, shall be deemed rightfully made until said treasurer shall have been issued and countersigned.

In witness whereof the said Boston & Albany Railroad Company, by Chester W. Chapin, president of said company, and said Ware River Railroad Company, by James A. Rumrill, president of said last-named company, each of said presidents being thereto duly authorized, have to this, and one other instrument of even tenor and date, signed their corporate names and affixed their corporate seals, this thirteenth day of January in the year one thousand eight hundred and seventy-four.

THE BOSTON & ALBANY RAILROAD COMPANY, [SEAL.]
By C. W. CHAPIN, President.

THE WARE RIVER RAILROAD COMPANY, [SEAL.]
By J. A. Rumbill, President.

[West Amesbury Branch Railroad Company to Boston & Maine Railroad.]

LEASE.

This Indenture, made this first day of April, a.D. 1874, by and between the West Amesbury Branch Railroad Company, a corporation created by and under the laws of the States of Massachusetts and New Hampshire, party of the first part, and the Boston & Maine Railroad, a corporation created by and under the laws of the States of Massachusetts, New Hampshire and Maine, party of the second part.

Whereas, the party of the second part did, by a contract in writing, bearing date the second day of May, A.D. 1871, covenant and agree to and with the West Amesbury Branch Railroad Company of Massachusetts, and the West Amesbury Branch Railroad Company of New Hampshire, in accordance with the provisions of their respective charters, to lease and operate the railroad then proposed to be built by the two parties last named between West Amesbury (so called), in Massachusetts, and a point on the railroad of the party of the second part, in the town of Newton, in the State of New Hampshire; and whereas the said West Amesbury Branch Railroad Company of Massachusetts and the West Amesbury Branch Railroad Company of New Hampshire have since been consolidated into one corporation, by legislation of said States, with all the powers of said respective corporations, as the West Amesbury Branch Railroad Company, the party of the first part, and the said railroad has now been completed in accordance with the terms of said contract,—

Now, therefore, these presents witness that the said parties hereto, under the powers granted to the party of the first part by its said charters, in consideration of the premises and of the several provisions hereinafter contained, for the benefit of each respectively, do hereby mutually covenant, promise, contract and agree, to and with each other, as follows:—

First. The said party of the first part hath demised, leased and rented, and doth by these presents demise, lease and rent, to the party of the second part, its successors and assigns, all and singular, the railroad of said party of the first part, as the same is now constructed,—extending from its terminus in that part of the town of Amesbury, in Massachusetts, called West Amesbury to a connection with the railroad of said party of the second part, in said town of Newton, in New Hampshire,—together with all the lands upon which the said railroad is located and constructed, and which are connected with its use, and all the depots, stations and other buildings thereto belonging, together with all the rights, privileges, easements, appurtenances and franchises thereto belonging or appertaining, or which are necessary for the operation of said railroad, which may during the term hereof be acquired by said party of the first part; to have and to hold the same to said party of the second part, with the sole and exclusive right to hold, use and enjoy the same, and to operate the railroad of said party of the first part during the term of ninety-nine years from the first day of January, A.D. 1873, upon the terms and conditions hereinafter set forth in the covenants of said party of the second part.

Second. The party of the first part covenants and agrees to and with the party of the second part, its successors and assigns, that it has full power to make this lease; that the said demised premises are free from all claims and demands that will in any way impair, or interfere with, the full enjoyment of the premises by the party of the second part, its successors and assigns; and that it will, during the term hereof, perform all statute requirements and legal obligations incumbent upon said party of the first part for the preservation of its charter and franchises, and for the use and enjoyment thereof by the party of the second part; and that no part of said demised premises shall be in any way taken or interfered with by reason of any indebtedness or liability of said party of the first part during the term hereof.

Third. The party of the first part further covenants and agrees to pay to the party of the second part, upon the termination of this lease, the value of any additions or im-

provements made to or upon the property demised, during the term hereof, and there remaining.

Fourth. The party of the second part hereby covenants and agrees to and with the party of the first part to operate the said railroad, and furnish such accommodations for the transportations of passengers and freight as, in the judgment of said party of the second part, are reasonable.

Fifth. The party of the second part further covenants and agrees to and with the party of the first part to keep, all and singular, the said railroad and its appurtenances in good working order and repair during the term of this lease, and, at the expiration thereof, to return the same to said party of the first part, its successors or assigns, in the same order and condition, reasonable use and wearing thereof excepted, as they are in at the commencement of this lease: provided, however, that, in case any additions or improvements to or upon the property leased, made by the party of the second part, shall remain at the expiration of said lease, the value thereof shall be paid to said party of the second part, its successors and assigns, before the surrender of said railroad and property. And it is understood and agreed that the party of the second part may at any time make such alterations and changes in said railroad and its appurtenances as may be, in its judgment, necessary or expedient.

Sixth. The party of the second part further covenants and agrees to and with the party of the first part, its successors and assigns, that it will indemnify and save harmless said party of the first part from and against all claims for damages growing out of the operation of said railroad. But this provision shall not apply to any claims for land damages, or other damages, growing out of the location of said railroad, including damages recoverable for land taken for railroad purposes, whether the same are direct or incidental, nor to any damages caused in process of construction of said railroad.

Seventh. The party of the second part further covenants and agrees to and with said party of the first part, its successors and assigns, to pay to said party of the first part, in full for the above demised premises, a yearly rental of five thousand and seven hundred dollars, in lawful money of the United States, in equal semi-annual payments of two thousand eight hundred and fifty dollars, on the first days of July and January in each year during said term, the first of said payments to be made on the first day of July, a.D. 1873. All taxes and assessments on said demised property of every description are to be paid by the party of the first part. It is understood and agreed that no free passes are to be given to any person whatever on account of this indenture, or of any interest in said railroad or property.

Eighth. It is mutually agreed by the parties hereto that, if any other or further acts need to be done, or any other or further investments need to be made, to carry into full effect the purposes of this indenture, the said acts shall be done and the said investments made, if within the legal power of the parties hereto; and in case any further or additional legislation is needed to enable the parties to carry out and perform the purpose intended by this indenture, the parties hereto mutually agree, each with the other, to unite in procuring such legislation.

Ninth. It is further mutually agreed by the parties hereto, that all promises and agreements made by or to one party, to or by the other party hereto, shall extend and inure for the benefit of the successors or assigns of the party to whom, or for whose benefit, such agreement or promise is made.

In witness whereof, the parties have caused their respective corporate seals to be hereto affixed in duplicate, and this instrument to be signed by their respective presidents, thereto duly authorized, the day and year first above written.

Signed, sealed and delivered in presence of HERBERT E. FISHER,

To both.

BOSTON & MAINE RAILROAD CO.

[SEAL.]

By N. G. WHITE, President.

WEST AMESBURY BRANCH RAILROAD CO. [SBAL.]

By WILLIAM H. HASKELL, President.

[Union Freight Railroad Company to Old Colony Railroad Company.]

LEASE.

This Indenture, of two parts, made and concluded this first day of January, A. D. 1874, by and between the Union Freight Railroad Company, party of the first part, and the Old Colony Railroad Company, party of the second part, both being corporations organized under the laws of the Commonwealth of Massachusetts,

WITNESSETH:

First. The party of the first part doth hereby lease, demise and let unto the party of the second part, its successors and assigns, all and singular the railroad of said party of the first part, with all its tracks, easements and rights of way, said railroad and tracks as now existing and constructed, extending from the freight-yard of the party of the second part to the freight-yard of the Boston & Lowell Railroad Company, within the city of Boston, together with all its branches and side-tracks, and all additions and extensions that may hereafter be made during the term hereof, under the provisions of the charter of said party of the first part (it being understood that the land near Atlantic Avenue, now used for standing-cars by the party of the first part, can only be used and retained by the party of the second part, its successors and assigns, by paying rent therefor to the owners thereof).

To have and to hold all and singular the premises aforesaid to the said party of the second part, its successors and assigns, for the full term of ten years from the day of the date hereof, the party of the second part paying rent therefor in accordance with the provisions of this agreement, and complying with the conditions and stipulations hereinafter set forth.

Second. The party of the second part will pay to the party of the first part, its successors and assigns, as rent, a proportionate part of the gross receipts of said railroad and property hereby demised, derived by said party of the second part from freight and passengers, or other sources, as follows:—

When said gross receipts are less than sixty thousand dollars in any year, thirty-seven and one-half per centum thereof; and when said gross receipts are more than sixty thousand dollars in any year, forty per centum thereof. And the said party of the second part hereby guarantee to said party of the first part, its successors and assigns, that (for the purpose of computing said rental) the said gross receipts shall not be less than forty thousand dollars in any year during the term hereof, provided that any payments made on account of such guaranty in excess of the percentage of gross receipts as aforesaid, for any year, shall afterwards be deducted from the rental in excess of said percentage on forty thousand dollars in any succeeding year. If the party of the first part at any time requires the removal of snow from the tracks, to allow the operation of the railroad in winter, the cost of such removal shall be a joint charge, to be deducted from the gross receipts before division between the parties. Accounts shall be rendered and payments made monthly to the extent of the above percentage on collections, and the balance (if any) adjusted and paid at the end of each year.

Third. The party of the second part will allow full tariff rates on all freight and passengers to and from its own road, except where reduction of rates is necessary to secure business, in which case a reduction shall be made from tariff rates in the same proportion as the reduction from the regular tariff rates of the party of the second part.

Fourth. The party of the second part will pay all taxes assessed on the party of the

first part during the term hereof, under existing laws, and all the operating expenses of said railroad, including repairs and damages growing out of the working [of] said railroad during said term (but not including any damages which have accrued or may accrue in the course of the construction thereof), and will keep its tracks in good repair; and, at the expiration of this lease, will surrender the said railroad and property to the party of the first part, its successors and assigns, in good order, ordinary wear and using thereof excepted. Any tax upon the gross receipts of said railroad legally assessed during the term hereof, shall, so far as may be, be added to the charges for transportation, and the amounts thereof shall be deducted from the gross receipts before computing the percentages, as above provided. And if at any time during the continuance of this indenture, the corporate stock of the party of the first part shall be taxed to the holders thereof in lieu of the present system of taxation of the corporate property by the State, then the party of the second part shall pay or allow to the party of the first part a fair equivalent for such taxation of the stock of said corporation to the holders thereof.

Fifth. The party of the first part may at any time during the term hereof, at its own expense, extend its railroad and tracks within the limits of its charter, or any amendments thereof; and any tracks so extended and constructed, shall, when completed for use, be included under the provisions hereof, in the same manner as tracks already constructed. And the party of the first part further agrees, whensoever requested by the party of the second part to do so, to make all necessary applications to the board of aldermen of the city of Boston for authority to lay tracks within the limits of the charter of said party of the first part; and any new tracks constructed during the term hereof, with the written assent of the party of the first part, shall be constructed by it. or, in case the party of the second part shall furnish means therefor, it shall receive interest on the cost thereof at the rate of seven per centum per annum, payable annually, from the party of the first part, during the remainder of the term hereof, and, at the expiration of this indenture, shall receive from said party of the first part the full cost thereof. The party of the second part may also, without the assent of the party of the first part, extend tracks and branches within the limits of said charter, at its own expense, and shall be paid therefor, at the expiration of this indenture, by said party of the first part, the full cost thereof, less an allowance for the wear and tear thereof, or be allowed to remove or otherwise dispose of the same.

Sixth. The party of the first part hereby agrees to purchase of the party of the second part, at the expiration of this indenture, all the equipment used in operating said railroad, and the material for construction and repairs then on hand, at a valuation to be agreed upon, or, in case of disagreement, to be fixed by the award of three disinterested persons, one to be appointed by each of the parties hereto, and the third by the two so appointed; and also to pay to the party of the second part, before the surrender by it of the railroad and property, the cost of any extensions and additions made under the provisions of article fifth hereof by the party of the second part, or with means furnished by it, less any allowance for wear and tear to be made as aforesaid. And it is hereby agreed that the party of the second part shall have a lien on the property hereby demised for the amounts due it under the provisions of said article.

Seventh. The party of the second part shall have full power, in operating said rail-road, having due regard to the interest of the parties hereto, to fix rates for business and to regulate the same, as fully as the party of the first part might do if this indenture had not been made; but shall give equal facilities to all connecting roads.

 $Eight \hbar$. The party of the first part will, at its own expense, keep up its corporate existence during the term hereof, and will do all acts and things necessary during the term hereof to comply with the laws relative thereto.

Ninth. The party of the second part shall use all reasonable and proper exertions (but without being obliged by virtue hereof to incur any expense) to maintain the rights and interests of the party of the first part under its charter during the continuance of this agreement.

Tenth. The party of the first part, through its proper officers, shall have free access at all reasonable times to the books and accounts of the party of the second part relating to the business of the railroad hereby leased, and any extension thereof.

Eleventh. The party of the first part hereby guarantees to the party of the second part, its successors and assigns, the full use and enjoyment of the premises demised (including its railroad and tracks as aforesaid), upon the terms herein set forth, during the term of this lease, and hereby agrees to indemnify the party of the second part, its successors and assigns, against all loss, costs and reasonable legal expense in maintaining and defending the same, and against all claims of any person or corporation growing out of the use by said party of the second part, its successors or assigns, of the premises hereby demised. But the party of the first part does not assume any liability to the party of the second part for damages in case it shall be deprived of the use and enjoyment of the premises demised, otherwise than by the act or fault of the party of the first part.

Twelfth. The parties hereto agree to use all proper means to secure any legislation to confirm and sanction this agreement, so far as the same may be deemed by either party necessary. And it is hereby agreed that in case of such necessity, and in default of such legislation, the said party of the second part shall continue to operate the railroad and property of said party of the first part as its agent and attorney, during the full term of ten years, upon terms and conditions in this indenture, and with all the powers herein provided, except so far as the same may conflict with the laws of the Commonwealth. And the parties hereby mutually agree, each with the other, to make and execute any other and further papers that may be necessary to carry this agreement into full effect according to its true meaning and intent.

In witness whereof, the said parties have caused their corporate seals to be hereto affixed, and this instrument to be signed by their respective presidents, thereto duly authorized, the day and year first above written.

OLD COLONY RAILROAD COMPANY, [SEAL.]

By Onslow Steams, President.

Signed, sealed and delivered in presence of Charles F. Choate.

THE UNION FREIGHT RAILROAD COMPANY, [SEAL.]

By James M. Stone, President.

Signed, sealed and delivered in presence of EDWARD THOMPSON.

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ERRATUM.

Page 140, the Duxbury & Cohasset Railroad is not operated by the Old Colony Railroad Company, but is operated by the corporation owning it, under an agreement with the Old Colony and South Shore Railroad companies.







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